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ON 22 August 1851, one hundred years ago, a low, black, heavily and rakishly sparred schooner completed an encirclement of the Isle of Wight and slid across the finish line well in the lead of a fleet of the fairest, fastest yachts in England. And so, as happened in so many other things, odd Yankee notions on yacht design and rig, that Englishmen had hooted at and *Punch* had lampooned, proved their superiority. By winning the Royal Yacht Squadron Race in that year America acquired the cup which has since borne her name. Ornate but hardly handsome it has remained in this country ever since. All the brave challenges of Britons and Canadians for a century have been unsuccessful in removing it and, here, the old mug sits. And the chances are it will remain here, for what sportsman now has the cash to build and race a challenger, or a defender either for that matter?

Famous historical events can seldom be amplified by new or little known material and the story of America and the races for America's cup are no exception. The tales have been written and rewritten many times over. But we are fortunate to be able to produce an account and the lines of an important, contemporary half-model which was acquired two years ago by the Mariners' Museum at Newport News. And with this we salute the centenary of the great old yacht's winning her most famous race.

Throughout the Revolution and the War of 1812 English ships and seamen were on duty off the American coast. The English officers' point of view towards this duty was well set forth with the publication of New England Blockaded in 1814: The Journal of Henry Edward Napier, Lieutenant in H. M. S. Nymph by the Peabody Museum of Salem in 1939. It is a journal showing clearly the English professional naval officers' attitude toward the war and, albeit, one written with much style and humor. Napier's viewpoint in 1814 was probably not too different from that of Captain Horatio Nelson commanding H. M. S. Albemarle in 1782 on a cruise off the New England coast. He was a frail young man then and little did anyone suspect that he was destined to become one of England's greatest heroes and one of the most famous naval commanders of all time. But one side of Nelson's greatness was abundantly shown on this cruise by the fairness and generosity with which he treated an industrious Nantucket fisherman, Nathaniel Carver, whom he took, used as a pilot, and then released. We are happy to publish, both as a contribution to Nelsoniana and to naval activities in Boston bay, a reproduction of the original document concerning the episode.

As usual, in October, we make our annual appeal for the prompt renewal of subscriptions and for new subscribers. While we have prided ourselves that we have managed to maintain a constant price in the face of continually rising costs of labor and material we must now, with genuine regret, announce that the subscription price beginning with volume XII, 1952, will be raised to \$6.50, but the number of illustrations per volume will be increased.

ERNEST S. DODGE

Peabody Museum of Salem

I then do to certify that I took the
 Schooner Harmony Nathaniel Carver
 Master belonging to Plymouth, but on account
 of his good services have given him up his
 vessel again

Detached His Majesty's
 Ship Albemarle sailing
 1782 in Boston Bay
 Horatio Nelson

Certificate given by Horatio Nelson to Nathaniel Carver, master of the schooner
 Harmony of Plymouth, now owned by Howland S. Davis



George Steers, shipbuilder

*Reproduced from a lithograph, 1856, in The Mariners' Museum,
Newport News, Virginia*



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Nelson in Boston Bay

BY GERSHOM BRADFORD

IN the summer of 1782 a British convoy crossed the Atlantic and arrived safely in the St. Lawrence River. Among the ships of the Royal Navy that protected these thirty-odd merchant vessels was H.M.S. *Albemarle*, a frigate of twenty-eight guns, Captain Horatio Nelson, commanding. After the convoy was dispersed, *Albemarle* left the river on 4 July for a cruise off the New England coast, seeking prizes among the shipping of the American colonies.

Nelson was very much pleased with his command, and well he might have been for he was then only twenty-three years of age. At that time probably no one in the naval world could have had the slightest thought that *Albemarle* was taking him, with his chronically impaired health, into the outer stirrings of that current which was so soon to sweep him on to glory. That in twenty years he was to become Napoleon's opposite number on the sea—the number that won.

Yet on 14 August of that year 1782 as his ship lay in a fog off Cape Cod, how easily fate could have altered the course of events! For on that day, when the blanket lifted, there within gunshot was a French squadron consisting of four ships-of-the-line and the frigate *Iris*. Nelson made a quick maneuver of escape and a close chase was on. It lasted for nine or ten hours, during which at one point, he afterwards wrote, 'I had no chance but running them among the shoals of St. George's Bank.'¹ Leading the pursuers to this dangerous area he succeeded in throwing off the big, deep-draft ships, whose commanders became alarmed at the depths.² The frigate *Iris*, however, followed until the ships were left out of sight, when, about sunset, *Albemarle* backed her main-yard and offered combat. The French frigate, perhaps too accustomed to the protection of the 74's,

¹ 'Lord Nelson's Memoir of his Services,' written in 1799 and published in Rev. James Stanier Clarke and John M'Arthur, *The Life of Admiral Lord Nelson, K.B.* (London, 1809), I, 23.

² On the northwestern edge of the extensive Georges Bank is an area, about 30 miles east and west by 20 miles north and south, within which are a number of shoals with depths ranging from 12 to 18 feet.

declined the invitation, bore away for the squadron and escaped in the dark.

This success has been attributed to Nelson's expertness in piloting, learned earlier in his career while on duty in the Thames. The evidence, however, indicates that the escape, while due largely to, was not wholly the result of, this skill. It appears that he had the further aid of a fishing skipper, Nathaniel Carver, of the schooner *Harmony*, hailing from Plymouth, Massachusetts. This man was thoroughly acquainted with the coast and naturally with the fishing banks and shoals.

The art of piloting is learned mainly through experience in certain waters and within them the pilot exercises his local knowledge. While certain tricks and rules obtained in all localities, on Georges Bank as well as the Thames, still, the need for this local knowledge is imperative when strangers close with unfamiliar shoals and reefs, especially those which lie beyond the sight of landmarks. Those on Georges Bank being about one hundred miles ESE from Cape Cod Lighthouse; Nelson needed a pilot and had the good fortune to capture one.

In a letter addressed to his life-long friend, Captain William Locker, R.N., and dated in the St. Lawrence River on 19 October 1782, he described the flight from the French. 'Our escape, I think, wonderful,' he wrote.³ This indicated that he did not take the affair lightly. Yet unfortunately, though perhaps naturally, he omitted any reference to Nathaniel Carver. Nor did he mention him in the 'Memoir of his Services,' written seventeen years later, where he again described the chase by the French. However, despite these omissions, there exists persuasive evidence of Carver's participation.

Admiral Nelson wrote the mentioned 'Memoir' for John M'Arthur, Secretary to Lord Hood, for use in a biography to be prepared in collaboration with the Reverend J. S. Clarke, Librarian to the Prince of Wales. These authors began their work with Nelson's wishes for their success: 'consider me as a sincere friend to the undertaking,' he wrote M'Arthur. It will be seen that these men worked under enviable auspices. The resulting *Life of Admiral Lord Nelson, K.B., from his Lordship's Manuscripts* was published at London in 1809, four years after the Admiral was killed at Trafalgar.

In this early book is an account of the capture of the schooner *Harmony* and Carver's subsequent services. It states: 'On the 4th, [July] the *Albemarle* sailed on a cruise, and on the 14th, [August] captured an American fishing schooner, belonging to Cape Cod; which had nearly completed

³ Clarke and M'Arthur, op. cit., I, 50.

her voyage, . . . and not having any officer on board who was acquainted with Boston Bay, and adjacent shoals, he [Nelson] ordered the master of the fishing schooner to come on board the *Albemarle*, and act as her pilot.⁴

While Clarke and M'Arthur have, at least once, had the sources of their information questioned by a later compiler of Nelsoniana, yet in their story of the schooner *Harmony* they are backed up by independent testimony on this side of the Atlantic in the writing of William T. Davis, Esq., great-grandson of Thomas Davis, the owner of *Harmony*. He states: 'Captain Carver was familiar with the coast and was used by Nelson as a pilot.'⁵

It should be noted that in the Clarke and M'Arthur story there is a flow of sentimentality that seems to form a break in the more formal style of the biography. As for instance: 'The poor fellow, whose name was Carver, had a large family who anxiously expected his return, earnestly hoping that this trip might prove fortunate.' The collaborators indicate that at least some of the story was given them by Lieutenant Bromwich, a devoted friend of Nelson. It would appear that this officer, *who was present*, injected more of the human touch than is customary in the description of a naval incident, and that Clarke and M'Arthur retained it without change. Perhaps here may lie the reason why some later works have not mentioned *Harmony* or Carver.

There is a certain degree of drama in every capture on the sea and the story of the taking of *Harmony* in this book is entirely reasonable, in view of the substantiation of the main points. The salient phases of the affair are irrefutably supported by evidence that Carver performed 'good services' for Captain Nelson several days prior to 17 August 1782; that on that day as a reward for those services the captain returned his schooner. That was a remarkable act, and to justify it the services must have been considerable. This vessel was a prize, and though her value was not impressive, at the same time officers' pay was meager; they had a right to a share of her. It is obvious that they relinquished their prize-money. While Nelson himself was contemptuous of such personal gain where honor was concerned, he was conspicuous for his consideration of the rights of his officers. Clarke and M'Arthur state that the schooner was returned with their 'approbation,' which in itself indicates that Carver gave a service recognized by *them* as valuable. At any rate, three days after the escape on Georges Bank *Albemarle* was in Boston Bay, and there he gave Skipper Carver the following noteworthy certificate, which Clarke and M'Arthur quoted verbatim.

⁴ Ibid., I, 48.

⁵ William T. Davis, *History of the Town of Plymouth* (Philadelphia, 1885), p. 94.

These are to certify, that I took the schooner *Harmony*, Nathaniel Carver, master, belonging to Plymouth; but, on account of his good services, have given him up his vessel again. Dated on board His Majesty's ship *Albemarle*. 17th of August, 1782, in Boston Bay.

Horatio Nelson.⁶

The generous recognition of 'good services' in giving this certificate was an early example of Nelson's notably thoughtful nature. It was in line with the gracious and celebrated remark after the Battle of the Nile (1798): 'I had the happiness to command a band of brothers.' And why were those who served him brothers? The question is answered by a dramatic incident that took place while the fleet of Napoleon and his allies were slowly working into position for the Battle of Trafalgar (1805). A corvette had just filled away on her course for London with dispatches and mail; a worthy enlisted man, in the hurry of his duties, had forgotten to send a letter he had written to his sick wife. A midshipman brought word of this man's bitter disappointment to the attention of the officer-of-the-deck, while the admiral was pacing the quarter-deck. His quick eye sensing something amiss, demanded the cause. He acted on the spur of the moment as only Nelson would have done—ordered the signal for the corvette's recall—and the letter was sent aboard. Every ship's officer knows with what speed the news of this extraordinary action passed through the fleet. In the great battle that followed, can one wonder that the crews of those ships fought as 'one man and that man a hero.'

It may be surmised that this friendly, democratic spirit and charm of manner disarmed Carver of any natural resentment at capture, and led him to cheerfully give his 'good services.'

It is not clear where Clarke and M'Arthur obtained the exact wording of the certificate. The skipper gave this paper to Thomas Davis, his owner; and in 1809 the collaborators stated that it 'is framed and hung up in the house of Isaac Davis Esq.' (Isaac being the son of Thomas). It appears they had some definite information. They assist our curiosity in a footnote by giving as their authority for its location, a distinguished British naval officer, Admiral Sir Isaac Coffin. By inference it might be assumed that this officer gave them the text. This seems to be a reasonable assumption, for this officer was born in Boston in 1759,⁷ was a descendant of the famous Coffin family of Nantucket, and through this interest liberally endowed a school on that island. This does not, however, preclude the probability that Lieutenant Bromwich had a hand in furnishing and corroborating much of this information.

⁶ Clarke and M'Arthur, op. cit., I, 49.

⁷ Thus Coffin and Nelson were contemporaries in the Royal Navy; the latter was born in 1758.

It would be interesting to know just when *Harmony* was captured. Clarke and M'Arthur state that it took place on 14 August. That was the day of the chase. As *Albemarle* came to at sunset to offer battle to *Iris*, and the chase had already lasted for nine or ten hours, then the French squadron must have been sighted during the forenoon. This would have been a normal time for the fog to burn off. It is regrettable that it can not be proved that *Harmony* was taken during the chase, for that would have been dramatic indeed. Nevertheless, there is a slight suggestion of haste at the time. Nelson 'ordered the master of the fishing schooner to come on board the *Albemarle*, and act as her pilot. . . . He instantly obeyed . . . and exerted himself to discharge the orders of Captain Nelson with fidelity.'⁸ Then there is the point that the schooner 'had nearly completed her voyage.' This means that she would soon be sailing for home, and indicates that she was still fishing for the last of her catch. As the shoals of Georges Bank are the best fishing grounds on that bank, and the nearest point on the bank to Plymouth, there is here just a trace of reasoning, though far from conclusive, that the capture was made in that locality just at a time when Nelson needed the pilot's services most urgently.

This episode did not end on 17 August with the happy homeward departure of Carver in the restored *Harmony*. For, upon arriving at Plymouth and recounting the extraordinary story to Thomas Davis, there followed another pleasantry in time of war. Observing that *Albemarle* still hovered in the Bay, and Carver being aware that scurvy was breaking out aboard her, Mr. Davis and the skipper gratefully loaded a boat, or perhaps the schooner *Harmony*, with a supply of fresh provisions and proceeded to deliver them as a token of their appreciation. They were rewarded by dining with Horatio Nelson.⁹ It may be added that these provisions, by the captain's order, were reserved for the sick.

There can be little doubt that both Mr. Davis and Skipper Carver fully realized that this certificate meant more than the simple restoration of the vessel; for with that paper in his pocket Carver would never again be molested as he fished the Georges Bank. And this privilege at a time when American vessels had been all but driven from the sea. In 1783 Chatham had only one-fourth of its fishing fleet and during the war the schooners of Gloucester 'could not be employed.'¹⁰

There is a possibility that certain later biographers may have entertained some doubt as to the existence of the Nelson certificate. Perhaps they were unaware of the evidence at Plymouth. This thought is strength-

⁸ Clarke and M'Arthur, op. cit., I, 48.

⁹ Davis, op. cit., p. 94. This episode is, in part, corroborated by Clarke and M'Arthur.

¹⁰ *The Fisheries of Gloucester*, p. 28.

ened by the account of an interesting incident that occurred about the middle of the century, at a banquet at Edinburgh.¹¹ Our minister at the Court of St. James, Abbott Lawrence, was present and sitting beside an historian. The conversation turned to the subject of Admiral Nelson. The Englishman expressed some doubts when the Boston Bay affair was mentioned by Mr. Lawrence. Subsequently, knowing that he had 'a shot left in his locker,' the minister secured a facsimile of the certificate and submitted it to the professor.¹² In due time the latter graciously acknowledged that the signature of Horatio Nelson was genuine.

On 12 April 1782 Admiral Rodney defeated the French fleet, under Admiral de Grasse, in the Battle of the Saints, off the island of Guadeloupe. A squadron under Vaudreuil escaped to Boston, pursued by Admiral Hood who had relieved Rodney. Arriving too late at Boston, Hood sailed for New York. In August the French squadron, having repaired and refitted, sailed from Boston and only shortly thereafter fell in with *Albemarle* on the fourteenth. A week later Nelson was forced to return to Quebec, 'knocked up with scurvy,' to use his own expression. After a period of recuperation *Albemarle* sailed for New York, where he met Lord Hood. Furthermore, he found himself in favor with this distinguished commander of the West India Fleet. At this point the currents of fate were beginning to run with strength. Nelson's standing with Hood was further enhanced by his pressing requests that *Albemarle* be detached from the North American Station, under the command of Admiral Digby, and join the West India Fleet. Digby naturally demurred. He suggested the remunerative advantages of cruising for prizes on his station. To this Nelson characteristically replied, 'Yes, Sir, but the West Indies is the station for honour.'¹³ Lord Hood desired Nelson and, as might be expected, the persuasion of higher rank prevailed—*Albemarle* joined the West India Fleet.

After a short acquaintance, and when Nelson had only recently passed his twenty-fourth birthday, Lord Hood said of him that he was the most original tactician of the day, that he knew as much about tactics as any officer in the fleet. So Horatio Nelson, with that fair wind, sailed on his way to change the history of the world, Nathaniel Carver humbly fished the Banks and the certificate passed its treasured way down through the generations of the ancient Davis family, where it is still preserved.

¹¹ Davis, *op. cit.*, p. 94.

¹² In *The Dispatches and Letters of Vice-Admiral Lord Viscount Nelson*, with notes by Sir Nicholas H. Nicolas (London, 1844), I, 65, there is the statement, 'Judge Davis lately sent a copy of it [the certificate] to Page Nicol Scott Esq., of Norwich.' As this book was compiled in 1844 there may be a connection with this story, for Mr. Lawrence is known to have been a visitor to Edinburgh in 1843, though not our minister until 1849.

¹³ A. T. Mahan, *The Life of Nelson* (London, 1897), I, 37.

A Contemporary Half-Model of the Yacht America

BY ALEXANDER CROSBY BROWN

The great merit of Mr. Steers, as the builder of the America, is in his having invented a perfectly original model, as new in America as in Europe.

— Captain L. B. Mackinnon, R.N.¹

IN his excellent volume of reminiscences, *Traditions and Memories of American Yachting*, the late William P. Stephens, once dean of American yachtsmen, had this to say of the famous schooner *America*: 'No other yacht has been so studied and written of; and yet . . . she is today in many ways a mystery ship.'² Since the above was penned, *America* herself has gone, the victim of regrettable neglect, and Mr. Stephens' words seem to take on an even greater significance as a result of it.

The following account does not purport to throw new light on the famous vessel or to tell again the story of her long career, so well recounted by a host of able antiquarians. But the receipt of a hitherto virtually unknown contemporary half-model of *America* by a public institution makes it appropriate to bring the event to the attention of yachtsmen on this anniversary year.

In the spring of 1949, The Mariners' Museum at Newport News, Virginia, was presented with a mahogany half-model of *America* which had been in the possession of the Martin family of South River, New Jersey, since the late 1850's. Through the good offices of Mr. Jesse Selover, historian of South River, the owners of the model, Mrs. Ermina D. B. Kline, Mrs. Agnes Martin Arnheimer, Mr. Bray Daniel Martin, and the late Captain Harry Freeman Martin, elected to place this treasured possession of their grandfather, Daniel B. Martin, in a public museum.

The circumstances attending the acquisition of the model by the Martins over ninety years ago are not without interest. Following the famous

¹ Captain L. B. Mackinnon, R.N., *Atlantic and Transatlantic: Sketches Afloat and Ashore* (New York, 1852), p. 44.

² William P. Stephens, *Traditions and Memories of American Yachting* (New York, enlarged edition, 1945), p. 8.

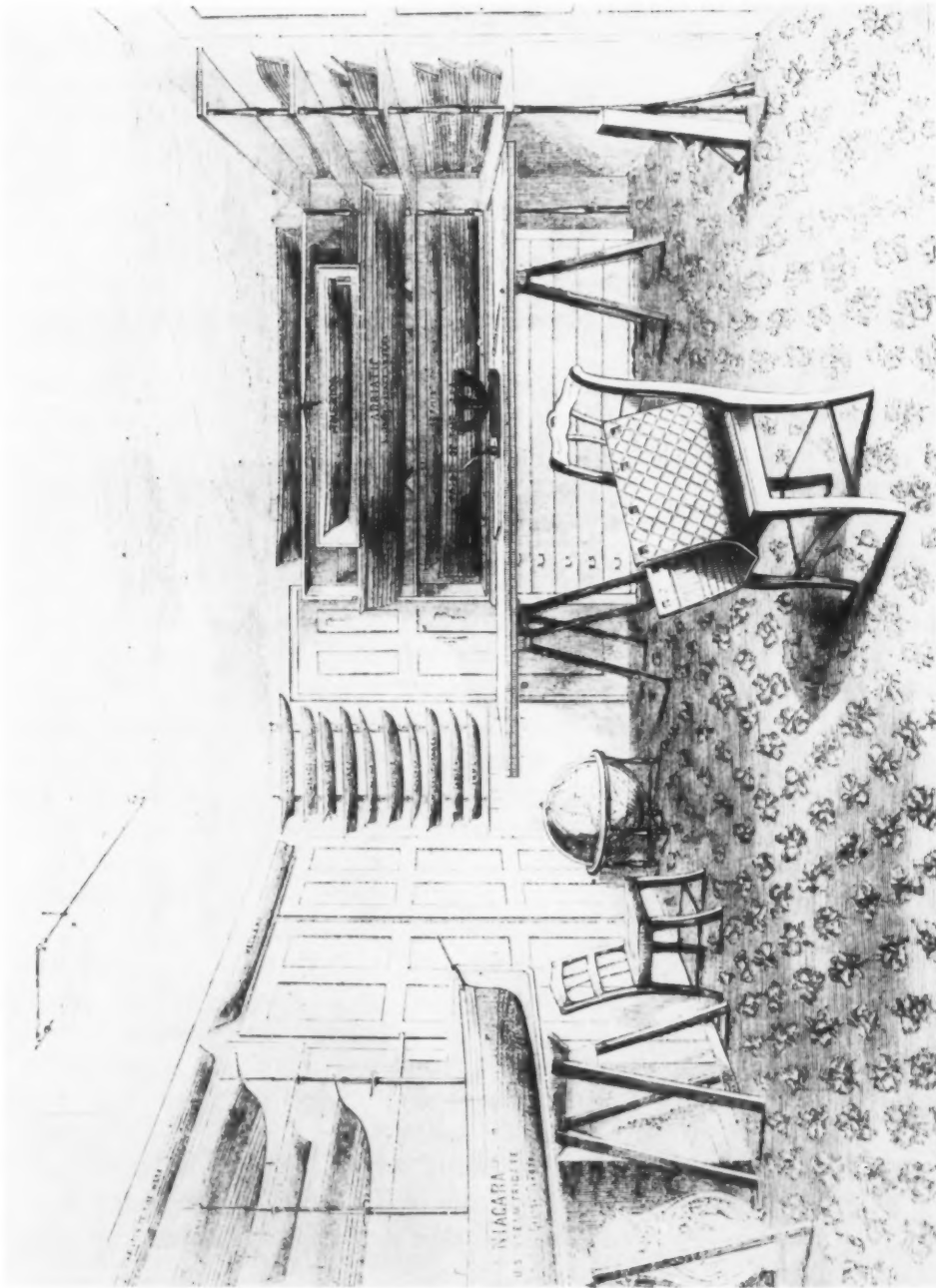
race around the Isle of Wight on 22 August 1851, Queen Victoria visited on board *America* and expressed great interest in the design and construction of the vessel. It is likely that on the strength of this George Steers decided to present Her Majesty with a half-model of the yacht. It is impossible to say whether this model was one of two or three made before or during the time that *America* herself was being built, or whether it was carved subsequent to Steers' return to New York in the fall of 1851. In any event, the 1/2-inch scale model was prepared for shipment to the Queen and mounted on a bird's eye maple plaque, 54" x 12", to which two engraved silver plates were attached. The first of these plates gives particulars of the vessel as follows:

<i>Dimensions</i>		
<i>170 Tons Register</i>	<i>79 Ft. 6 in. length of foremast</i>	<i>Rake</i>
<i>94 Ft. length on deck</i>	<i>81 Ft. length of mainmast</i>	<i>27/8 in.</i>
<i>22 Ft. 6 in. Breadth of beam</i>	<i>58 Ft. Main boom</i>	<i>to 1 ft.</i>
<i>9 Ft. 3 in. Depth of hold</i>	<i>28 Ft. Gaff</i>	
<i>Bowsprit hollow 17 ft. out board</i>	<i>24 ft. fore gaff</i>	

The other plate was inscribed:

*To Her Most Gracious Majesty
Queen Victoria
this model of the Yacht
America
is most respectfully presented by
the Designer & Builder
George Steers Esq.
of New York*

However, the model was never sent. Following George Steers' untimely death on 25 September 1856, at the early age of thirty-seven, his widow either could not bear to send the model abroad, or was unwilling to go through the necessary red tape to have it shipped. Some time soon afterwards she gave it instead to Daniel B. Martin of South River, an old family friend. During this period Daniel Martin was Engineer-in-Chief of the United States Navy. Not long before he had served as chief engineer of the Collins Liner *Pacific*. Two of the Collins steamships were built at the yard of William H. Brown in New York and George Steers, a foreman in the yard, laid them down in the mold loft. Steers himself later built the fifth Collins ship, *Adriatic*, in his own shipyard. Undoubtedly his friendship



George Steers' 'model room,' as it appeared at the time of his death
Reproduced from Frank Leslie's Illustrated Newspaper, 13 December 1856



Builder's half model of the Sandy Hook pilot schooner *Mary Taylor* in The Mariners' Museum



Contemporary half model of the yacht *America* in The Mariners' Museum
Photographs reproduced by courtesy of The Mariners' Museum, Newport News, Virginia

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with Daniel Martin began at that time and it seems reasonable that Mrs. Steers should have elected to present the model to him instead of sending it abroad, knowing that the gift would be highly appreciated.

Soon after the receipt of the model by The Mariners' Museum, arrangements were made to lift the lines and these compare favorably with previously published draughts of the vessel. The lines reproduced herewith were very carefully taken off at full model size by the Hull Technical Department of the Newport News Shipbuilding and Dry Dock Company. It was obviously undesirable to make any marks on the valuable model during this operation. The problem was solved by the use of scotch tape. First, strips of tape were applied to the plaque above and below the model. Baselines and ordinate spacing lines were then drawn on the tape with india ink. Additional strips of tape were then stuck around the model at stations and the ordinate lines were inked on these. It was then a relatively easy task to lift the shape of the sections by cut and try method with bristol board templates. This work was under the supervision of John L. Stevens, Jr., of the Hull Technical Department. We might add, parenthetically, that Mr. Stevens regrets he can trace no kinship to Commodore John Cox Stevens of the New York Yacht Club who headed the syndicate of yachtsmen for which *America* was built.

Acknowledgment is gratefully made for assistance in preparing this account not only to Mr. Stevens, but also to Sydney A. Vincent, naval architect of the Newport News Shipyard, and to Howard I. Chapelle, maritime historian of Cambridge, Maryland. But they are not responsible for error, the conclusions and deductions being those of the writer.

According to Mr. Chapelle, the first set of *America's* lines were published in 1854 by John W. Griffiths in the fourth edition of his *Treatise on Marine and Naval Architecture*³ and were probably taken from the original builder's model, which is still in possession of a member of the Steers family in New York. This is given support by the fact that this alleged original model shows no rudder and this detail is not supplied in the Griffiths draught. In 1933, Mr. Chapelle discovered in the files of the British Admiralty a set of lines taken off the vessel itself in Portsmouth dry dock, probably in 1852. These he redrew without reconstruction and they appear in his *History of American Sailing Ships*.⁴ According to Mr. Chapelle these lines are unquestionably the most accurate in representing the schooner as she was originally built and raced.

³ John W. Griffiths, *Treatise on Marine and Naval Architecture, or Theory and Practice blended in Ship Building* (New York, 4th Edition, 1854), pp. 417-420, plate 30.

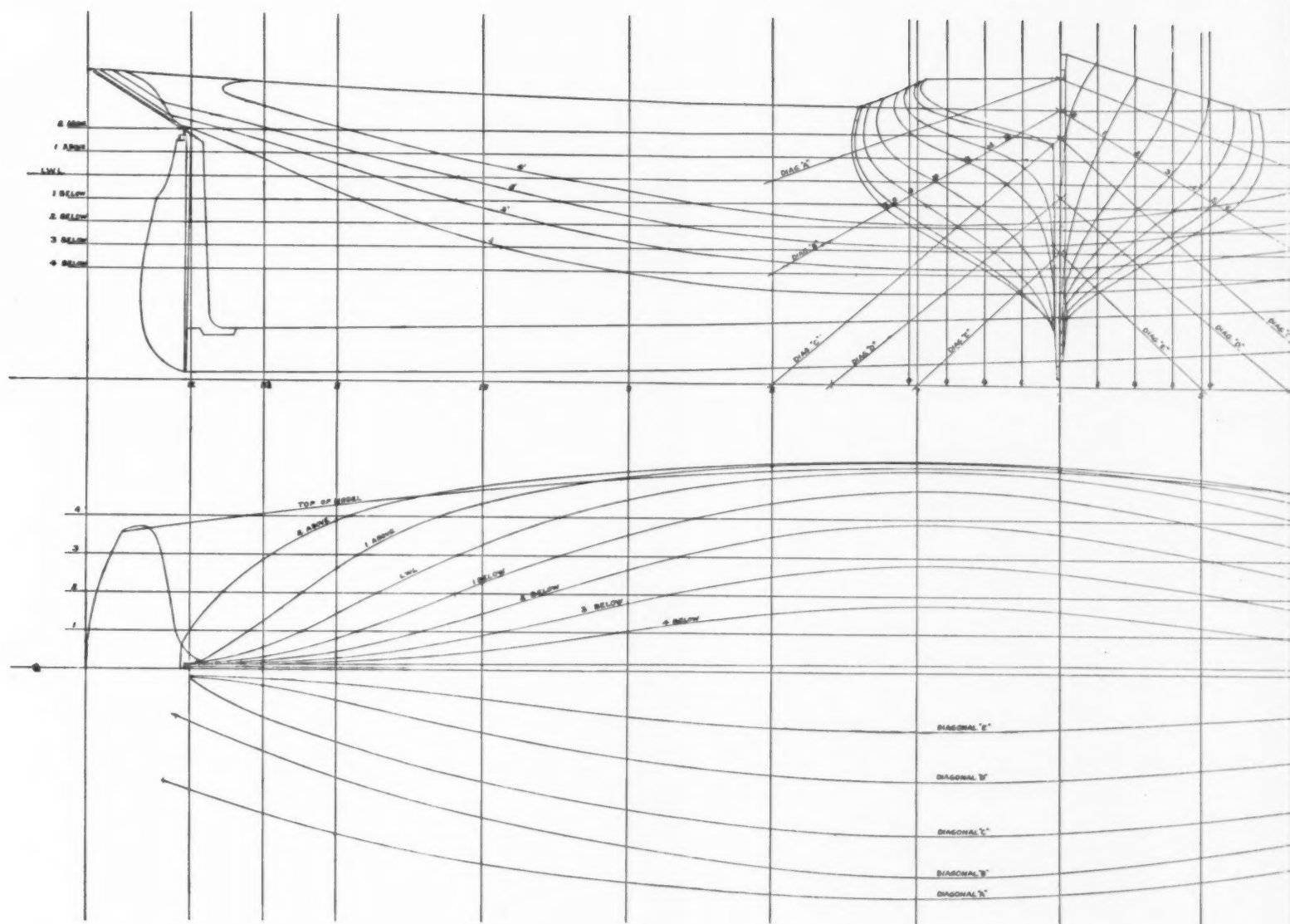
⁴ Howard I. Chapelle, *The History of American Sailing Ships* (New York, 1935), facing p. 310.

Still another set of lines was taken off *America* in Pitcher's Yard, Northfleet, England, just prior to rebuilding the yacht there in 1859. It is said that they were taken off at night secretly and if that be true, it is of course likely that they may not be too accurate. A reconstructed version based on them was drawn by William P. Stephens and appears in the standard biography of *America*, by Thompson, Stephens and Swan published in 1925.⁵ As is known, in the first rebuilding of the yacht, Pitcher carefully replaced worn and rotted timbers with new parts of English oak and it is claimed that he made every effort to retain the schooner's identical hull shape. Later on, however, subsequent to the Civil War adventures of *America* and her first tour of duty in the United States Navy, she was considerably altered in both hull and rig by General Benjamin F. Butler who commissioned Donald McKay to redesign her in 1875, and Edward Burgess to modernize her further ten years later. These changes included alterations to the bow, lengthening of the stern, and the addition of outside ballast.

It is only natural to expect some differences in the lines of *America* from the Griffiths set, said to be taken from the original model itself at an early date, and the lines as actually lifted from the ship. One difficulty in making an intelligent comparison is that it is probable that the lines derived from the original model were to the inside of the plank, while the Admiralty draught was to the outside. Furthermore, Steers was not alone in his practice of making alterations from the model when actually lofting at full size on the mold loft floor.

The following table of comparison between the two sets of model derived lines and the two sets of ship derived lines is of interest. Although the model now in The Mariners' Museum may have been made purely for decorative purposes and, therefore, may not be wholly accurate, yet it does seem reasonable to conclude that it conveys the lines that Steers had planned to use. And Mr. Chapelle feels that this model is of a faster yacht than the one shown in the Admiralty plan.

⁵ Winfield M. Thompson, William P. Stephens, and William U. Swan, *The Yacht 'America'* (Boston, 1925), folding plate at back of book.

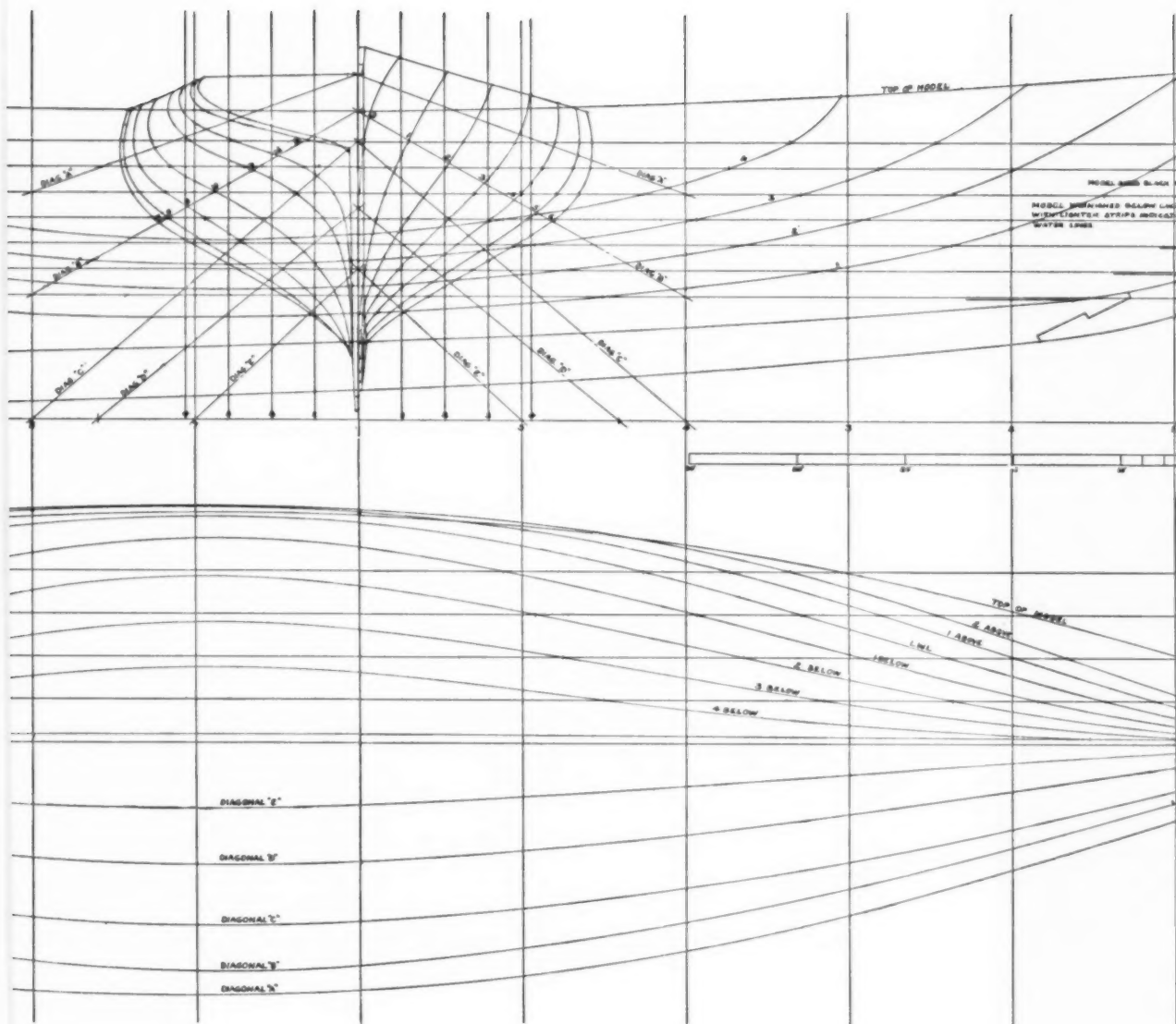


Lines of a Model of the Yacht *America*

Taken in June 1949 from a half model, now in the Mariners' Museum, built for presentation to Queen Victoria

Scale—Lines to Model: Full Size. Probable scale—Model to Ship: $1/4$

Reduced 4 Times

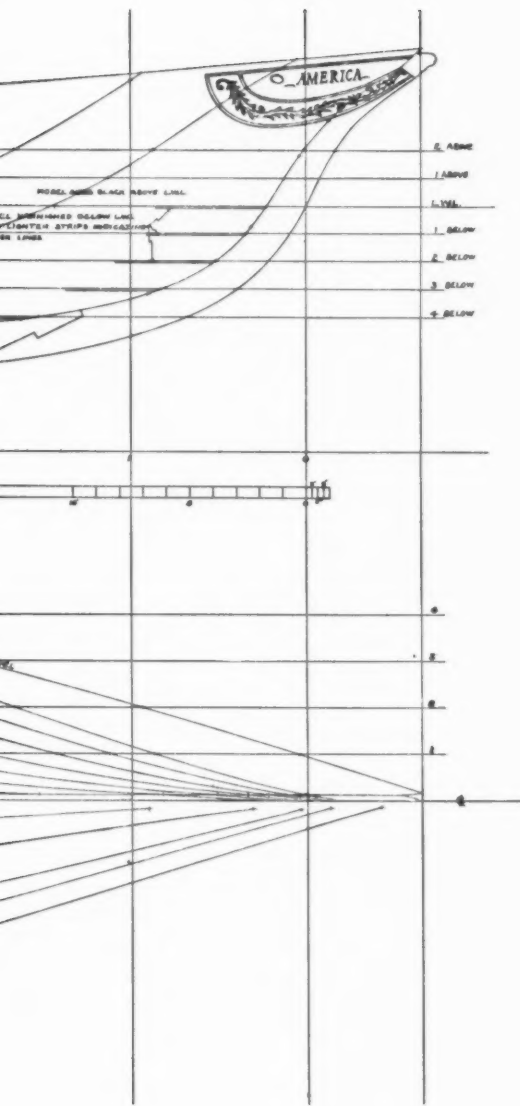


Lines of a Model of the Yacht *America*

1, now in the Mariners' Museum, built for presentation to Queen Victoria by the designer and builder, George Steers.

Scale—Lines to Model: Full Size. Probable scale—Model to Ship: $\frac{1}{2}'' = 1'-0''$

Reduced 4 Times



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COMPARISON OF SETS OF LINES
OF THE YACHT AMERICA

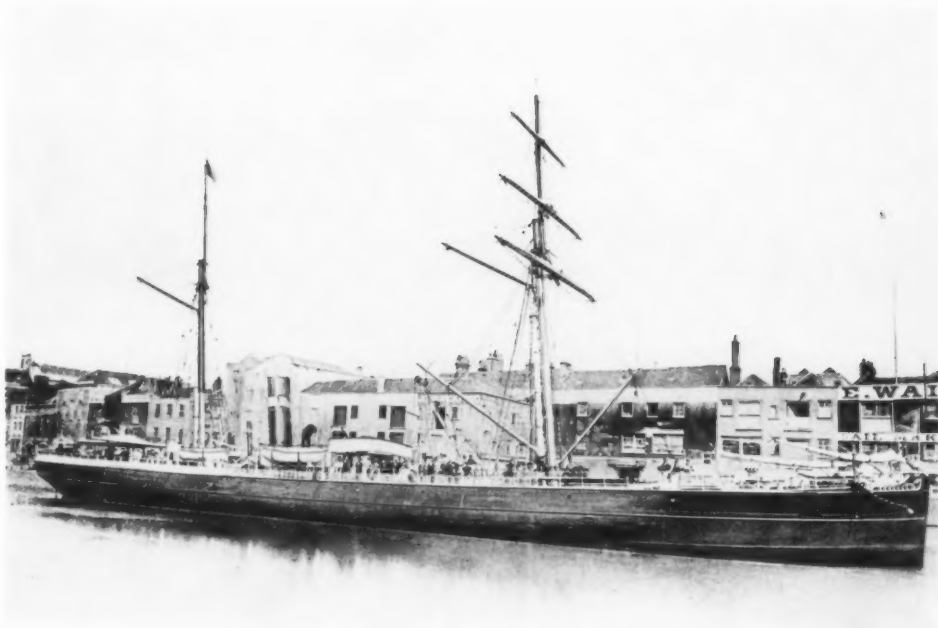
- A. Lines from a half-model, intended for presentation to Queen Victoria and now in The Mariners' Museum, as taken off in 1949.
- B. Lines probably taken from the original builder's half-model and published by John W. Griffiths in his *Marine Architecture* (4th Edition, 1854).
- C. Lines probably taken from the ship in dry dock in England, 1851-1852. From an undated draught found by H. I. Chapelle in the files of the British Admiralty and redrawn by him in 1933, and reproduced in *The History of American Sailing Ships*.
- D. Based on a set of lines said to have been taken off the ship secretly at night in Pitcher's Yard, Northfleet, England, just prior to rebuilding *America* in 1859. Reproduced in *The Yacht 'America'* by Thompson, Stephens, and Swan from a reconstructed drawing by W. P. Stephens, which may not be reliable.

ITEM	A <i>Victoria</i>	B <i>Griffiths</i>	C <i>Chapelle</i>	D <i>Stephens</i>
Length on deck	101'0"	101'0"	101'0"	100'7"
Length stem to rudder post (on dk)	95'8"	95'1"	95'6"	95'5"
Length rudder post to transom (on dk)	5'4"	5'11"	5'6"	5'3"
L. W. L. (stem to rudder post)	90'7"	90'0"	90'4"	90'2"
Breadth	22'0"	22'6"	23'0"	23'0"
Draft—maximum	11'2 $\frac{1}{4}$ "	11'2"	11'0"	11'0"
Depth—rabbet to sheer at $\frac{1}{2}$ L. W. L.	10'9"	10'8"	11'3"	11'3"
Keel depth at $\frac{1}{2}$ L. W. L.	2'3"	2'0"	2'3"	2'3"
Depth—bottom of keel to sheer at $\frac{1}{2}$ L. W. L.	13'0"	12'8"	13'6"	13'6"
Angle of dead rise of max. section	30°	32°	36°	31°
Garboards	Concave	Straight	Straight	Concave
Depth—Keel to bottom of transom	12'4"	11'3"	12'4"	12'5"
Transom angle with L. W. L.	32 $\frac{1}{2}$ °	36°	36°	35°
Sheer (plan view) at bow	Straight	Straight	Concave	Straight
Sheer (plan view) at bow $\frac{1}{2}$ angle	17°	17°	17°	18°
Rudder	{ Maximum Width $\frac{1}{2}$ dep.	{ None Shown	{ Max.wid. Near Bottom	{ Max. Width $\frac{1}{2}$ dep.
Transom width to max. beam ratio	.672	.741	.718	.666
Transom intersection with stern post	Concave	Concave	Straight	Concave
Transom plan view—angle of lower edge with center line	80°	84°	74°	74°
Stem angle at L. W. L. with L. W. L.	63°	61 $\frac{1}{2}$ °	58°	65°
L. W. L. $\frac{1}{2}$ angle of entrance	7 $\frac{1}{2}$ °	13 $\frac{1}{2}$ °	13°	10°
L. W. L. $\frac{1}{2}$ angle of run	28°	42°	36°	28 $\frac{1}{2}$ °

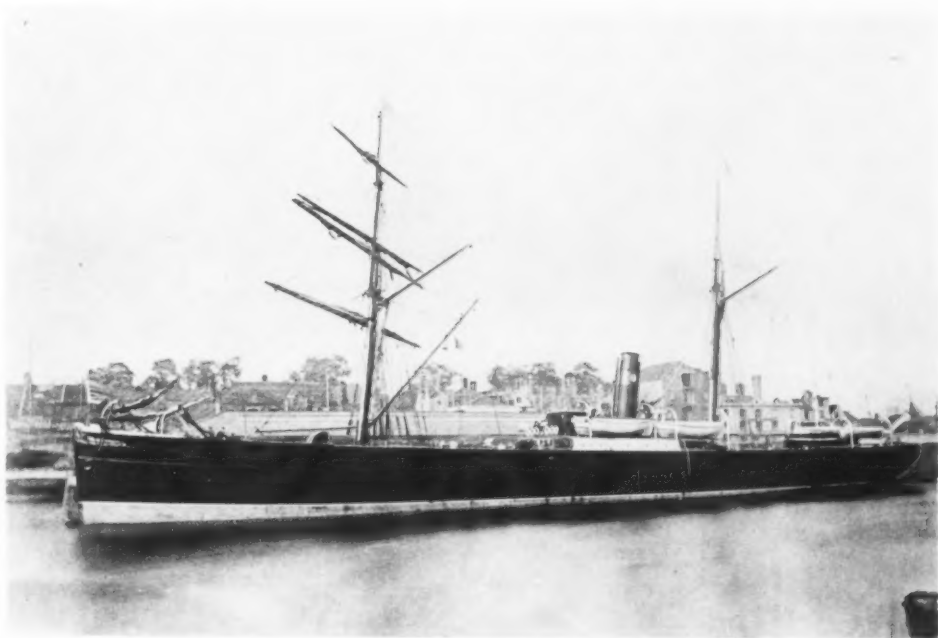
The most marked departure in the lines shown in the Admiralty plan as taken directly from the ship, from that of the model in The Mariners' Museum is in the shape of the buttocks. Mr. Chapelle feels that this was caused by Steers flattening the buttocks in the run and yet not altering frames close to the midsection. It is interesting to note the hollow in the garboard in the museum model when other attempts to record the lines, except for the questionable Pitcher lines, show straight rise of floor. Other comparisons would be obvious to students of naval architecture.

The location of this newly 'discovered' half-model of *America* in The Mariners' Museum is particularly appropriate. Several years ago, approximately twenty half-models of vessels designed by George and Henry Steers were made available to the museum by the estate of Henry Steers. These include many of the famous Steers' creations: yachts, pilot boats, as well as large sail and steam craft both commercial and naval. Of particular interest to this account is George Steers' original builder's half-model of the Sandy Hook pilot schooner *Mary Taylor*, which he designed and built in 1849 for Captain Dick Brown, who later became *America's* sailing master. It has been suggested that in *Mary Taylor*, George Steers abandoned the conventional 'cod's head and mackerel tail' design and this schooner has been considered a prototype of *America*. Other George Steers pilot boats represented by builders' half-models displayed at The Mariners' Museum are *George Steers* and *Moses H. Grinnell*. His yachts include the centerboard sloop *Widgeon*, later converted to a keel schooner; the schooners *Sybel*, *Haze* and *Cornelia*; and his first creation, the cat boat *Manhattan* later named *La Coquille*. Then there are models of his Great Lakes steamboat *Queen of the West* and the clipper ship *Sunny South*, which later became a slaver.⁶

⁶ An abstract of this article was published in *Yachting*, August 1951, p. 61.



Arragon, built in 1869, at the Narrow Quay, Bristol, England



Somerset, built in 1875, at The Grove Wharf, Bristol

Photographs by courtesy of The City Museum, Bristol



*Gloucester, built in 1875 as City of Santiago
Reproduced from a colored print, painter and lithographer unknown*



*Devon, built in 1878, in the Avonmouth (Old) Dock, Bristol
Photographs by courtesy of The City Museum, Bristol*

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The Second Great Western Steamship Company, of Bristol, England'

BY GRAHAME E. FARR

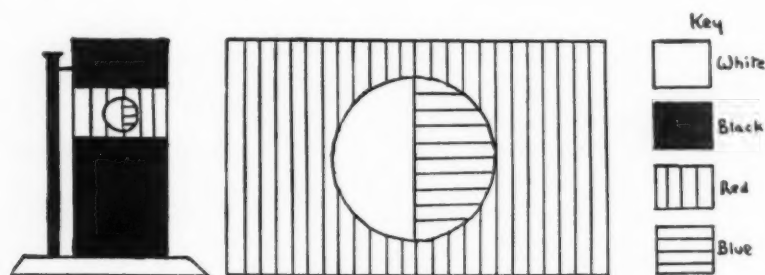
THE name of Bristol is inextricably linked with the beginnings of the Atlantic ferry by the fame of *Great Western*, the first steamship specifically built for the trade, and no less by her big sister *Great Britain*, at once the first large iron and the first large screw vessel to be constructed. By the vagaries of fate these two outstanding products of Bristol yards were eventually forced to make Liverpool their terminal. The city that had sent westwards Jay, Cabot, Gosnold, Pring, Guy, James, Woodes Rogers, Dampier and many others of like worth on voyages of exploration and colonization failed to make the great engineering effort necessary to provide docks for ocean-going steamers, until, for the purposes of the American passenger trade, it was too late. The Dock Company, pusillanimous in the extreme, must take the greater share of the blame for this debacle, and the Great Western Steamship Company must take a little for allowing their engineer Brunel to run riot in his planning of the second vessel. As the famous naval architect Scott Russell afterwards said, 'Two *Great Westerns*, early and promptly put upon the line, would have made Bristol the great Transatlantic Steam Ship Harbour of England.'

Scott Russell was but one of many who were wise after the event. The grim facts were that the Dock Company made no accommodation, the steamers went north, and the government ignored petitions to make Bristol a port for sponsored emigration. The outcome was that for twenty-five years any regular communication the port had with the continent of America was by means of sailing vessels. The period was not entirely devoid of schemes for reopening a steamer service, but the size of the

¹ Sources for this paper include: Custom House Records of Bristol, examined through the courtesy of the Commissioners of Customs and Excise. Files of Bristol newspapers at the City Central Reference Library. Issues of *Lloyd's Register of Shipping*. W. N. Reid and W. E. Hicks, *Leading Events in the History of the Port of Bristol* (Bristol: W. C. Hemmons, 1877).

The illustrations are from photographs in the York Collection at the City Museum, Bristol, by kind permission of the Committee and Director. These being somewhat faded and marked, they were specially prepared for reproduction by Norman Poole, secretary of the Bristol Ship Model Club, to whom my thanks are due.—Grahame E. Farr.

vessels necessary for its economic working always brought back the old bogey of accommodation. There were many schemes for 'dockising' the whole river Avon, and for constructing docks at its mouth. After an incredible amount of discussion, planning and demi-political activity, the latter course won the day. A railway was built along the Gloucestershire bank of the river, and a pier built into deep water. In 1868 the first sod of a new dock was turned, a dock that was to accommodate the largest class of vessel, and having a lock of the great length of 454 feet, sufficient for any vessel then afloat save *Great Eastern*.



Insignia of Mark Whitwill and Son, Bristol, and their associated companies

One of the directors of the Port and Pier Railway Company, and also of the Bristol Port and Channel Dock Company, was Mark Whitwill, the second generation of a line of ship-brokers founded by Captain Mark Whitwill in 1831 and, incidentally, continuing (in the fifth generation) to the present day. The Whitwills had a tradition of enterprise. They had, for example, been largely responsible for introducing steam towage to the port, and perhaps it was only to be expected that the bright prospects for trade would suggest to them the rebirth of the Great Western Steamship Line to New York. They had had plenty of experience in the American and Canadian trade with emigrant ships, particularly in the 'fifties and 'sixties.

To carry the plan into effect they ordered a second *Great Western* from the Sunderland yard of William Pile and Company and, meanwhile, purchased from Robert Curle of Glasgow the iron screw steamer *Arragon*, 1,317 tons gross. She had been built and engined by Barclay, Curle and Company at Glasgow in 1869, probably on speculation, and was a typical straight-stemmed, round-sterned, brig-rigged (later altered to a schooner), three-decked freighter and emigrant carrier of the day. It is interesting to note that her dimensions approximated to those of her original namesake, but such was the progress in shipwrightry she is said to have cost only half the amount of her predecessor. Before purchase she had

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made two voyages, Liverpool to Charlestown, and a few passages to Hamburg. She arrived at Bristol on 23 June 1871, and left on her first voyage to New York on 1 July, Captain William Western in command. She carried the modest number of forty-four passengers and a thousand tons of cargo. The event was not greatly publicized, but in a community bound up with shipping, as Bristol then was, the news spread on its own wings. A crowd of ten to twelve thousand persons gathered to wish her *bon voyage*, occupying every point of vantage from the Avon cliffs to the Hotwells.

Arragon arrived back at Bristol on 11 August, having averaged ten knots on her passage. Meanwhile news of her introduction had spread to the surrounding countryside and on her second voyage to New York she carried 171 passengers, of whom 130 (mostly West-country agricultural workers) were in the steerage. Her third voyage, commenced on 25 October, was marred by bad weather and she took no less than twenty-seven days. However, her average passage to New York was fourteen to fifteen days, and she continued to ply thence, and occasionally to Quebec, until 1 November 1882, when she stranded on Anticosti Island in the St. Lawrence River and became a total wreck. It is said a mirage was responsible for this disaster.

From its inception the new venture captured the popular imagination and there was a keen demand for shares from persons in all walks of mercantile life. The following is a list of the customary sixty-four shares in *Arragon* as allocated at the end of 1871:

Mark Whitwill, ship-owner,	8	Denshery Harrison, ship-owner,	2
James Smith Budgett, William Henry Budgett & Samuel Budgett, merchants,	8	John Woodwell Dod, corn merchant,	2
William Middleton Gibson, merchant,	6	William Henry Taylor, corn merchant	2
William Killigrew Wait, corn merchant,	4	Fenwick Richard, accountant,	1
John Averay Jones and Charles Nash, timber merchants,	4	William Fry, master mariner,	1
Henry Daniel, auctioneer,	4	William Terrell, rope manufacturer,	1
Henry Adams, corn merchant,	4	Samuel Cashmore, glass merchant,	1
Charles William Clift, accountant,	3	(all of the above of Bristol)	
Herbert Thomas, soap manufacturer,	3	William Western, master mariner,	3
Renn Hampden Wilson, accountant,	2	(Appledore, Devon),	
James Derham, boot manufacturer,	2	Paul Smith Lord, iron-master,	2
		(Scarborough),	
		William Matthew Jones, ship-owner,	1
		(Swansea),	

In 1872 the title Great Western Steamship Line was justifiably adopted when they took delivery of *Great Western*, 1,541 tons. Her engines were compound, after Allan's Patent; developed 700 indicated horsepower, and were built by the North-Eastern Marine Engine Company. Outwardly she was like *Arragon*, but her accommodations were considered far better than was usual for her class, contemporary reports making much of her having seven feet of headroom between decks. Her saloon was 'panelled with Hungarian ash and light coloured rosewood moulding, with

mahogany framework supported by Italian walnut pillars giving a chaste and highly ornate appearance.' She was designed for 24 cabin and 252 intermediate or steerage class passengers.

Great Western arrived at Bristol on 27 May 1872 and sailed on 5 June, Captain William Stamper in command, and carrying about 260 passengers. She arrived at New York on the nineteenth. During her comparatively short career she was the subject of press reports on several occasions. In December 1872 she encountered a hurricane when five days out of New York. Huge seas stove in her bulwarks, snapped off iron stanchions and swept away the whole of the officers' quarters and the deck hospital. Her cargo shifted and laid her on her beam ends. In this predicament she lay for the greater part of a day with the seas making a clean breach over her. The boatswain was washed overboard and further damage resulted in the loss of four boats, her sails, and her after wheel. Eventually she was righted by almost superhuman effort and arrived at Bristol on 30 December after a creditable passage of sixteen days in spite of being carried some five hundred miles off course by the weather. Another mishap was on 27 March 1873 when, soon after leaving Bristol, she went ashore at the Black Nore in thick fog. The stranding was not serious, however, and after landing her 311 passengers, she refloated on the next tide.

More to the credit of *Great Western* was the saving of the crew of the Brixham schooner *Triumph*, found in distress fifty miles off Trevose Head, in March 1873. An attempt to save the schooner herself was foiled by heavy seas. Again, an event of a different nature took place on 13 November following. Then, moored at Mardyke Wharf, Bristol, she was the scene of a public dinner in honor of Samuel Plimsoll, M.P., 'the sailors' friend.'

On her last voyage *Great Western* left Bristol on 26 January 1876 for Cardiff, on charter to Phelps Brothers of New York. She left Cardiff on 14 February with coals for Malta. She then collected a cargo of fruit at Catania, Messina, and Palermo, and sailed for New York. On 25 March, in a heavy gale, she ran foul of the Norwegian bark *Daphne*, and in the subsequent confusion ran ashore on Fire Island Beach, Long Island, where she became a total wreck. She had no passengers, and her crew of thirty-six was saved.

In 1874 Whitwills took delivery of *Cornwall*, 1,872 tons, first of a pair, virtually sisters, ordered from Richardson, Duck and Company of Stockton, with compound engines by Blair, of Stockton. *Cornwall* was launched in October 1873; was a three decker, with three-mast barkentine rig (later cut down to two masts), and accommodations for 445 passengers, comprising 34 saloon, 99 intermediate, and 122 steerage. She sailed from Bris-

tol on her first voyage on 15 April 1874 with 200 passengers and commanded by Captain Thomas M. Gibson. During a career of no great distinction she was ashore in the Avon in October 1877; struck the pier at Avonmouth hard enough to flood her fore compartment in September 1878; and at Christmas 1883 was in collision with and sank the Liverpool ship *Lornty* in New York Harbor. On the last occasion the ship was outward bound with a record number of cases of oil and the collision occurred in broad daylight. The circumstances led the authorities to detain *Cornwall*, but it is believed no further action resulted. *Lornty* was an iron ship built by Roydens, Liverpool, in 1879, and owned by M'Intyre and Company of Liverpool. She was raised, but condemned.

In April 1874 there was an alteration in the financial structure of the line and the smaller shares in *Arragon* and *Great Western* were bought up by Mark Whitwill and some of his friends. From *Cornwall* onward the various vessels of the fleet were owned by only three or four merchants of whom one was always Mark Whitwill, but the others varied from ship to ship.

In the early 1870's a Canadian service was established and maintained by chartered tonnage. Notable among those chartered were the Mercantile Steamship Company's *Lady Lycett*, 1,833 tons (built 1872); the Leith, Hull and Hamburg Steam Packet Company's *Lapland*, 1,269 tons (1872); Hall, Blenkinsop and Company's *Bernina*, 1,792 tons (1876); D. P. Garbutt's *Southbourne*, 2,068 tons (1881); and Culliford and Clark's *Belsize*, 1,768 tons (1878). These vessels were also used on other routes when occasion demanded. *Lapland*, in May 1873, made the passage Bristol to New York in twelve days, a creditable feat for her class of vessel. Such is the news value of disaster, however, that few of the tales of Whitwills' chartered tonnage make pleasant reading. For example, *Bernina* left New York on 29 May 1879 for Bristol, and went missing with Captain Allen and twenty-eight hands. On 15 April 1881 *Belsize*, bound New Orleans for Copenhagen, was abandoned in mid-Atlantic, her crew being saved by the Norwegian bark *Inga*. In August 1881 *Southbourne*, bound Montreal for Avonmouth, went ashore in fog on Miquelon and became a total wreck.

In March 1875 was launched *Somerset*, 1,923 tons, sister of *Cornwall*, and she arrived at Bristol in May. She was taken over by Captain Western, late of *Arragon*, and while in his command was instrumental in saving the crew of the bark *Columbine* of Newcastle, abandoned on 3 March 1878 in Lat. 46° 26' N., Long. 29° 55' W. The rescue of the seventeen men was particularly hazardous, and both Captain Western and Second Officer Coles, who took charge of the rescuing boat, were awarded the bronze

medal of the Board of Trade. A later master of *Somerset*, Captain Perry, disappeared from his cabin in mysterious circumstances at sea in June 1881.

On 24 February 1877 the long awaited opening of the new Avonmouth Dock took place. There was a brief ceremony when the Mayor of Bristol, standing on the paddle box of a local packet, formally declared the dock open as they steamed through the locks. He was supported by many of the Aldermen and representatives of the commercial life of the city, including the American Consul, Dr. Theodore Canisius. The Great Western Line was the first local concern to make full use of the dock and in later years it enabled them to acquire vessels larger than those which normally navigated the Avon as far as Bristol. In May 1878 they inaugurated a new local trade by bringing over the first cargo of live American cattle.

An interesting advertisement in a small book published in 1877 details the fares then in force for this line. They were: Saloon, 13 guineas; children under twelve, 21 shillings per year of age; return ticket available one year, 20 guineas; second cabin to New York, Boston or Philadelphia, 8 guineas; children under eight, half fare; steerage (to the same places), 5 guineas, including cooked provisions. The New York agent was W. D. Morgan of 70 South Street, and the Halifax agent John Evison, 40 Commercial Road.

The next addition to the Great Western Line was *Devon*, 1,856 tons, from the Greenock yard of Scott and Company, with compound engines by Howden and Company. She was three decked, barkentine-rigged, similar to her predecessors; was launched in May 1878 and sailed from Bristol on her first voyage on 27 June following. Captain Western took her over but died on board in October 1879 at the early age of forty-eight. In December 1881 *Devon* came in the news, arriving at Avonmouth after successfully fighting a fire in her maize cargo which broke out when two days out of New York.

Whitwills then purchased two rather picturesque clipper-bowed three masters, *City of Valparaiso* and *City of Santiago*, from Alexander Carnegie of London. Although they had similar names and appearance they came from different fleets and Carnegie had merely been the broker. *Valparaiso*, 1,983 tons, slightly the older of the two, was bought at an auction at Liverpool in March 1879, the reported price being £22,500. She had been built in 1875 by M. Pearse and Company at Stockton, engined by Hawks, Crawshay and Company of Gateshead, had two decks, a three-quarter female figurehead, and ship rig. She was renamed *Bristol* and altered to barkentine rig after purchase. In November 1880 she broke her propeller shaft when eight days out of Bristol, and was under sail for eleven days

before being sighted by the steamship *Naworth Castle* of Sunderland, which towed her to New York, the whole passage taking twenty-six days. By way of making amends, in November 1881 she fell in with the steamship *Avlona* of Dundee, in distress on passage from Cadiz for Halifax, Nova Scotia, having lost her rudder, and towed her to Saint Johns.

City of Santiago, 2,004 tons, was built and engined in 1875 by R. Steele and Company of Greenock for William Muller of London. She was two decked, with a demi-woman figurehead, and three-mast barkentine rig. She was renamed *Gloucester* and commenced her first voyage for Whitwills in February 1880.

In 1880 Whitwills took delivery of a small steam coaster, *Redland*, 125 tons, from the Campbeltown Shipbuilding Company. She was employed in a feeder service, usually between Bristol and Swansea and other South Wales ports, whence quantities of railway iron were shipped. The resultant saving was considerable, in both time and in the heavy dues incurred when the larger vessels called at each port in turn to deal with a parcel of cargo.

In June 1881 the fleet was taken over by a new concern floated by the Whitwills, the Great Western Steam Ship Company Limited, having a capital of £300,000 sterling. Mark Whitwill and Son remained as the managers of the line, which then comprised *Arragon*, *Cornwall*, *Somerset*, *Devon*, *Bristol*, and *Gloucester*, plus the coaster *Redland*.

Shortly after the formation of the new company two further vessels were added to the fleet. First was *Dorset*, 2,638 tons, built in 1881 by J. L. Thompson and Sons at Sunderland; second was *Warwick*, 2,527 tons, built in 1882 by Wigham Richardson and Company at Newcastle. It will be noted that both were rather larger than former vessels of the fleet, this reflecting the decision of the company in the future to use the Avonmouth Dock rather than the old City Docks at Bristol. *Warwick* also, incidentally, was their first steel vessel. That the new company was not completely bound up with the New York or Canadian trade is shown by the chartering of *Dorset* to Budgett and Company of Bristol (prominent shareholders in the Great Western Company), during October 1881. The charter was for one voyage to Point de Galle, Ceylon, with wheat, linseed, and general cargo.

Warwick came in the news with two unpleasant incidents during her career in Bristol ownership. In July 1884 she was nearing the close of a passage from Newport to Quebec and Montreal, and experienced much fog about the entrance to the St. Lawrence. She had a cargo of railway iron, a crew of about fifty, and twenty-one passengers. After several narrow escapes from grounding, at 6 A.M. on the thirteenth she sighted

Anticosti in a temporary break. By the evening, however, it was as thick as ever and a nasty sea was running. At 6 P.M. she ran ashore at Fame Point, near Griffin Cove, Gaspé District, and began to pound ominously. After rocket lines had been fired, and by the dogged efforts of local fishermen, the passengers and crew were dragged to safety through the surf. Rocks had pierced *Warwick's* bottom, but somewhat to the surprise of all concerned, she was later towed off and to port, where she was repaired. In the following year she was leaving Swansea for New York on 23 December, with a calm sea but poor visibility, when she was in collision with and cut down to the water's edge the Glasgow steamer *Sevilla*. Fortunately both vessels were able to cross the Bay and re-enter Swansea Docks for repair.

The Company which had been formed with such high hopes was doomed to feel the effects of the slump in shipping which the United Kingdom felt severely in the 1870's and 1880's. An aggravating factor was the almost total stoppage of the local passenger trade with the United States, this in turn being partly because of the attraction to tourists of larger vessels at other ports, and partly because of restrictive legislation on immigration. Reluctantly the regular Atlantic service was abandoned and it was decided to build some larger vessels which could go tramping, and which would not be fitted for passengers. An offer from the Turkish Government for *Cornwall* was accepted in October 1885, and the buyers were sufficiently pleased with her to take also *Somerset*, *Devon*, and *Gloucester* early in the following year. The total price obtained was £39,000, calculated as one-third of the most of their original building. They were run by the government-controlled Ottoman Steam Navigation Company (Idarei Massousieh), and renamed *Hassan Pasha*, *Ali Saib Pasha*, *Kyamil Pasha*, and *Sooghoodlee* respectively. Their ultimate fate is uncertain, but the three last named were probably war losses.

The coaster *Redland*, no longer needed, had been sold in June 1884 to the Bristol firm of Africa traders, R. and W. King. They used her as a trade ship on the West Coast, and in 1890, in the same capacity, she was acquired by the African Association of Liverpool. In 1891 she was bought by Lowery Brothers, of Hull, and drops from the register before 1896.

The last of the early batch of vessels, *Bristol*, was reported sold to Turkey in 1886, but the sale was not completed. She was laid up for awhile and in the following year sold to the Marques de Campo, of Punta Arenas, who renamed her *Costa Rica*. In 1897 she came back to the British flag with registry at Victoria, British Columbia, for R. Dunsmuir and Sons of San Francisco, again taking the name *Bristol*. She was wrecked on 2 Janu-

ary 1902 at Dixon Entrance, British Columbia, Captain McIntyre, Pilot Roberts, and five being drowned, and twenty-one saved.

Displaying a somewhat misplaced confidence in the future of the tramping business, the Great Western Company next ordered two large freighters from William Gray and Company of West Hartlepool. These were *Worcester*, 2,908 tons, and *Oxford*, 2,901 tons, both of which were delivered in the first few months of 1887. They were the company's largest vessels to date, and their first with triple expansion engines. They were three-island ships, two decked and two masted.

The next events were the sale of *Dorset* in 1888 to the East and West Steamship Company of London, and *Warwick* in 1889 to Donaldson Brothers of Glasgow. *Dorset* was later owned at Glasgow and *Warwick* was wrecked in 1896.

The last three additions to the Great Western fleet were built in the years 1889-1890. *Cambridge*, 2,236 tons, from the yard of Swan and Hunter, Newcastle, in 1889, was wrecked within a year, having stranded at Aveiro on 4 July 1890 when bound with coals from Cardiff for Malta. *Hereford*, 2,647 tons, was from Dobson and Company of Newcastle, and *Monmouth*, 2,506 tons, from the Tyne Iron Shipbuilding Company of Willingdon Quay, both in 1890.

The unfortunate feature of these acquisitions is that they never had a chance to prove their worth. The shipping depression, fast coming to a head, kept freights below the remunerative level, and when eventually the nadir was reached, it was decided to cut losses and sell the whole fleet. *Worcester* was the first to go, in March 1895, to Japanese subjects, a British merchant at Yokohama having been empowered to sell for not less than £17,500. In the ownership of the Nippon Yusen Kabushiki Kaisha, she was renamed *Tenshin Maru*. A few days later, Captain Bernard Anstis, who had been empowered to sell *Hereford* at Bremerhaven for not less than £17,500, reported her sale to Anders Isachsen of Grimstad, Norway. *Oxford* was sold at New York in April 1895 and, as *Washtenaw*, had a succession of owners—Saginaw Steel Steamship Company, Michigan Steamship Company, Union Steamship Company, Mohawk Oil Company (San Francisco), and Los Angeles Whaling Company. She had been converted to a bulk tanker in 1907 and was not scrapped until 1930. The last of the fleet, *Monmouth*, was taken to Bremen by Mark Whitwill, Jr., where he was empowered to sell her for not less than £16,750. In July she was sold to R. de la Sota of Bilbao, who renamed her *Albia*. Then, the fleet having been dispersed, the company was wound up on 13 July 1895.

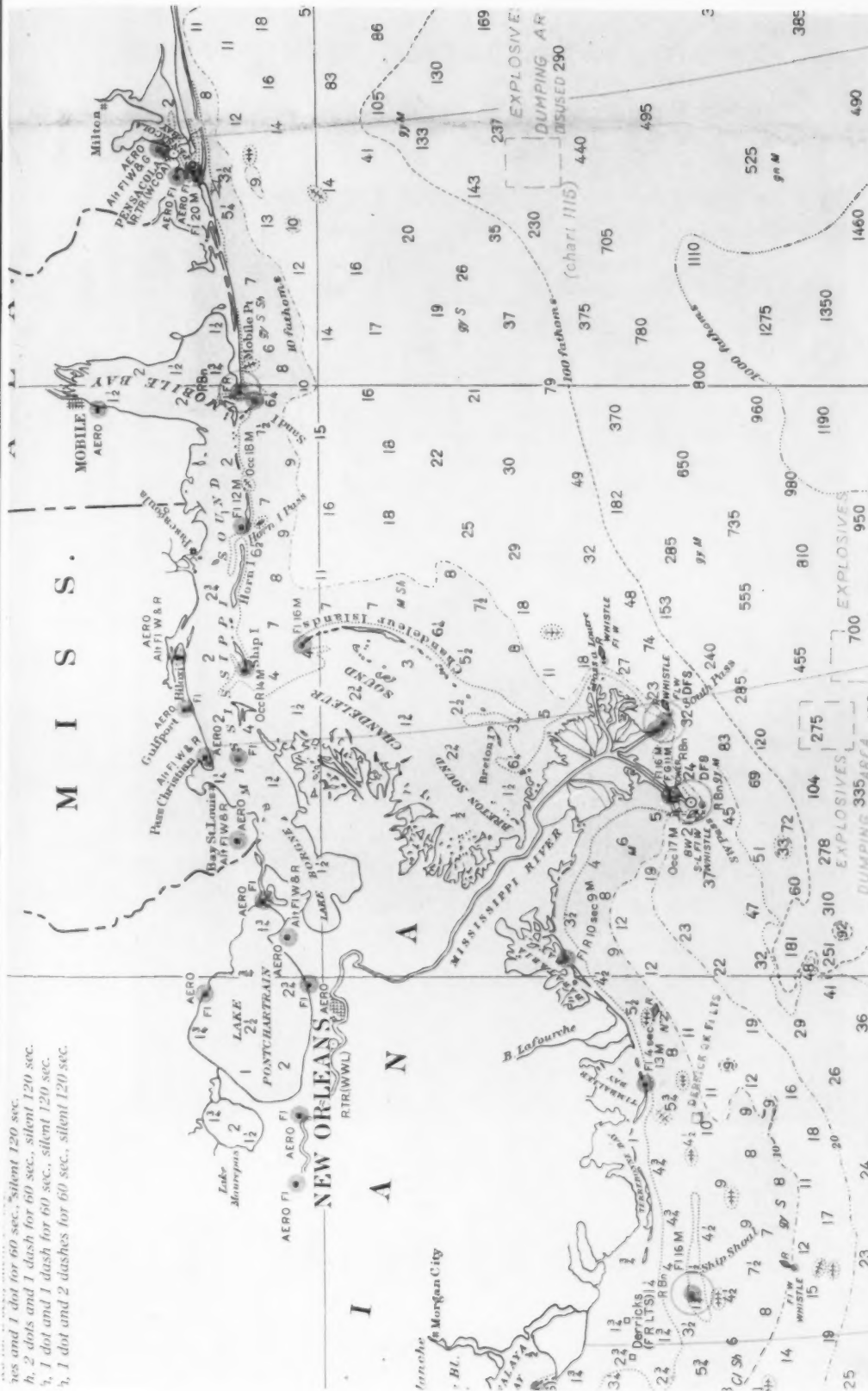
Steamship Fleet of Mark Whitwill and Son, 1871-1881
and The Great Western Steamship Company Ltd., 1881-1895

Years Acquired & Disposed of	Name(s)	Mat'l Prop.	Year & Place Built Builders Engine-builders	Tons Gross Net	Len. Brdth. Depth	Eng. Type H.P.	Fate
1871 1882	ARRAGON	I Sc.	1869 Glasgow Barclay, Curle & Co. ditto.	1317 837	235.6 31.5 17.3	Cd.2cy 120	Stranded 1.11.1882 Anticosti
1872 1876	GREAT WESTERN	I Sc.	1872 Sunderland Wm. Pile & Co. N. E. Marine Eng. Co.	1541 979	276 32.8 15.3	Cd.2cy 200	Stranded 25.3.1876 Long I.
1873 1886	CORNWALL HASSAN PASHA	I Sc.	1873 Stockton Richardson, Duck & Co. Blair & Co.	1872 1205	280 35.2 17.3	Cd.2cy 200	Sold Turkey
1875 1886	SOMERSET ALI SAIB PASHA	I Sc.	1875 Stockton Richardson, Duck & Co. Blair & Co.	1923 1240	284.4 35.8 25	Cd.2cy 250	Sold Turkey
1878 1886	DEVON KYAMIL PASHA	I Sc.	1878 Greenock Scott & Co. J. Howden & Co.	1856 1186	285.6 35.6 24.9	Cd.2cy 275	Sold Turkey
1879 1887	CITY OF VALPARAISO BRISTOL COSTA RICA BRISTOL	I Sc.	1875 Stockton Mountjoy Pearse & Co. Hawks, Crawshaw & Co.	1983 1274	278 38.3 24	Cd.2cy 250	Sold Costa Rica

ves and 1 dot for 60 sec., silent 120 sec.
h, 2 dots and 1 dash for 60 sec., silent 120 sec.
h, 1 dot and 1 dash for 60 sec., silent 120 sec.
h, 1 dot and 2 dashes for 60 sec., silent 120 sec.

M I S S .

MOBILE



Coast along the Gulf of Mexico from Morgan City to Pensacola

Adapted from United States Coast and Geodetic Survey Chart Number 1007, Gulf of Mexico,
Edition of July 1945



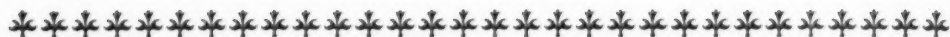
Harriet Lane, first steam cutter in the United States Coast Guard
 Reproduced from an oil painting by Chief Boatswain's Mate Hunter Wood, Coast Guard Artist,
 Courtesy Public Relations Officer, United States Coast Guard, Washington, D. C.

1886	CITY OF SANTAGO	Sc.	1875	Greenock	2004	279.7	Carrey	some
1886	GLOUCESTER			Rt. Steele & Co.	1304	38.1	200	Turkey
	SOOGHOODLEE			ditto.		24		

SECOND GREAT WESTERN STEAMSHIP CO.

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1886	CITY OF SANTIAGO GLOUCESTER SOOGHOODLEE	1875	Greenock Rt. Steele & Co. ditto.	2004 1304	2797 38.1 24	Carrey 200	1886 Turkey
1880 1884	REDLAND	1880	Campbeltown Campbeltown S. B. Co. Kincaid, Donald & Co.	125 65	98.3 18.1 8.4	Cd.2cy 30	Sold Bristol, Eng.
1881 1888	DORSET	1881	Sunderland J. L. Thompson & Sons Geo. Clark	2638 1716	331 39 19	Cd.2cy 300	Sold London
1882 1889	WARWICK	1882	Newcastle W. Richardson & Co. ditto.	2527 1648	316 41.3 17	Cd.2cy 350	Sold Glasgow
1887 1895	WORCESTER TENSIN MARU	1887	West Hartlepool Wm. Gray & Co. Central Marine Eng. Co.	2908 1894	315.3 42.6 25	T.3cy 260	Sold Japan
1887 1895	OXFORD WASHTENAW	1887	West Hartlepool Wm. Gray & Co. Central Marine Eng. Co.	2901 1892	315.3 42.6 25	T.3cy 260	Sold New York
1889 1890	CAMBRIDGE	1889	Wallsend C. S. Swan & Hunter Ltd. Blair & Co.	2236 1460	289.2 30.9 19.8	T.3cy 200	Wrecked 4.7.1890 Aveiro
1890 1895	HEREFORD HELGA	1890	Low Walker Wm. Dobson & Co. Wallsend Slipway Co.	2647 1709	300 40.2 20	T.3cy 220	Sold Norway
1890 1895	MONMOUTH ALBIA	1890	Willingdon Quay Tyne Iron S. B. Co. Ltd. W. Richardson & Co.	2506 1603	300 39.5 19.6	T.3cy 205	Sold Spain



Ships that Tested the Blockade of the Gulf Ports, 1861-1865

BY MARCUS W. PRICE

THE efficacy of the blockade of the Gulf ports of the Southern Confederacy by the United States Navy was even more thoroughly tested than was that of the Carolina harbors. Between 20 April 1861, the day after the blockade was proclaimed,¹ and 4 June 1865, the day before triumphant Union forces raised the Stars and Stripes over Galveston, last major port in Confederate hands, no less than 2960 attempts were made to penetrate the screens of Federal warships off Gulf harbors. This was a daily average of 2 attempted violations. The average for the Carolina ports was 1.5.²

The aggregate number of vessels employed in the business during the existence of the blockade also was greater in the Gulf than in the Carolina trade.² On the other hand, many more steamers attempted to run in to and out of the Carolina ports than tested the blockade of the Gulf harbors.²

It became increasingly obvious, as the armed steamer strength of the United States Navy grew from month to month, that the employment of sailing vessels in the trade was sheer foolhardiness. While their light draft was a quality greatly to be desired, and the famous 'center-boards,' according to Owsley, 'had an uncanny trick of disappearing right before one's eyes in the broad-open daylight by stripping all the sails and turning to the side at right angles to the blockader,'³ the truth of the matter is, as is shown by the statistical tabulations annexed, that their lack of speed made these vessels 'sitting ducks,' easy prey for the Federal steamers constantly being added to the blockading squadrons. Further, the cotton-capacity of the bulk of the sailing vessels used in blockade running

¹ President Lincoln proclaimed a blockade of the ports of the states of Florida, Alabama, Mississippi, Louisiana, and Texas on 19 April 1861, *U. S. Stat. at Large*, XII, 1258.

² For year by year comparisons, as well as overall totals, see the statistical reports at the end of this article. Also Marcus W. Price, 'Ships That Tested The Blockade of the Carolina Ports, 1861-1865,' *THE AMERICAN NEPTUNE*, VIII (1948), 196-241.

³ Frank Lawrence Owsley, *King Cotton Diplomacy* (Chicago, 1931).

ventures was so small as to minimize the importance of their attempts to run. Consequently, the employment of schooners, sloops, and other air-propelled vessels in the Carolina trade decreased rapidly. In 1861 at least 253 of these vessels ran into and out of Wilmington, Charleston, and other Carolina harbors. By 1863, however, the number in use had dropped to 55, and in 1864 only 14 are known to have been engaged in the business. In the Gulf of Mexico, on the other hand, adventurers persisted in their attempts to run them safely through the Yankee squadrons. There were at least 216 such vessels engaged in the traffic through the Gulf ports in 1863, and not less than 119 were so employed in the succeeding year, although 136 out of 329 attempts to run in 1863 had resulted in the loss of the vessels. Apparently this continued utilization of schooners and sloops in the Gulf trade resulted from necessity rather than desire. The ship channels leading to many of the Gulf harbors were too shallow to permit the safe passage of steamers, other than those of exceptionally light draft; the main channels of the larger ports were closed with increasing frequency by the blockaders, and vessels, perforce, had to slip in and out 'by the back door.' Further, until after the fall of Wilmington and Charleston, the bulk of the steamers available to the Confederates were being employed in the Carolina trade. The capture or destruction of a steamer engaged in the business in the Gulf, therefore, afforded a serious set-back to its successful prosecution. Major General Dabney H. Maury, C. S. A., in reporting to General Joseph E. Johnson the loss of the steamers *Fanny* and *Alabama* on 12 September 1863, stated that a fine cargo of government supplies had been lost on *Fanny*, and an even more valuable one on *Alabama*. These two steamers, he declared, had deposited 450 bales of cotton at Havana, sold at 36 cents per pound. 'They may be regarded as the last of the blockade runners,' he wrote disconsolately, 'as they were the best of them.'⁴ *Fanny* and *Alabama* were neither the last nor the best of the steamers that entered and cleared the port of Mobile during the existence of the blockade of that port, but their elimination from the trade materially restricted for some months the volume of business done there.

The extraordinary number of successful runs into and out of the Gulf ports during the year 1861, as shown by the annexed statistical tabulation, is explained largely by the fact that the United States Navy, at the beginning of hostilities, was inadequate, both in terms of ships and trained personnel, to impose an effective blockade of the far-flung South-

⁴ Letter dated 20 September 1863, *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Series I, vol. 20, p. 586 (hereafter cited as 'U and C').

ern ports. For varying, and in most cases considerable, periods of time after the proclamation of blockade many of these ports remained open and others were so inadequately blockaded as to cause runners little concern.

The Weekly Mail, of Montgomery, Alabama, published a despatch from Pensacola, dated 3 May 1861, in which it was reported that the schooner *Sarah Cole* and a large English vessel had arrived there the previous day, after having been boarded by 'the blockaders' and permitted to enter. The English vessel's master had been told, it stated, that it was lucky she had arrived so soon, since the blockade would commence on 11 May. 'There are nothing but Englishmen now in port,' it declared. 'The last Yankee left yesterday morning, with every inch of canvas spread. He has been terribly scared for two or three weeks. . . .'⁵

Actually, it appears that no formal notice of the imposition of a blockade of the Port of Pensacola was given the Confederate authorities at that place until 13 May, when the captain of the United States frigate *Sabine* despatched a note to them by flag of truce stating that: 'Foreign vessels will be allowed two weeks from this date to settle their accounts and sail. After the expiration of that time, they will be detained if they attempt to leave the harbor and dealt with according to the laws against violating blockades.'⁶ And on that day, according to Mountague Bernard, the blockaders off Pensacola refused to let the British ship *Perthshire* enter that port but told her master that Mobile was still open.⁷

William Mure, Her Britannic Majesty's Consul at New Orleans, wrote the editor of *The Daily Picayune* on 17 May 1861, nearly a month after the blockade had been proclaimed, that he had not received any official notice with respect to the time it would be established off the mouth of the Mississippi. He stated, however, that he had received information from Washington to the effect that neutral vessels would be allowed fifteen days to leave port after its actual imposition, whether with or without cargoes, and whether the cargoes were shipped before or after the actual blockade commenced. He added that it was rumored the blockade of the Port of New Orleans would be effectually established on or about 25 May.⁸

Mure's 'information from Washington' had been supplied by Lord Lyons, British Minister to the United States, who had obtained it from U. S. Secretary of State Seward.⁹

⁵ Issue of 8 May 1861.

⁶ *The Daily Picayune*, New Orleans, Louisiana, issue of 18 May 1861.

⁷ Mountague Bernard, *A Historical Account of the Neutrality of Great Britain During the American Civil War* (London, 1870).

⁸ *The Daily Picayune*, op. cit.

⁹ Lyons had written Seward on 9 May 1861 acknowledging the receipt from him of a copy of a

Ever since the blockade of the Gulf ports had been proclaimed, the foreign consuls and merchants at New Orleans had been in a constantly increasing state of perturbation over the possibility that vessels belonging to subjects of their nations, or containing cargoes consigned to foreign houses or individuals, then lying in the harbor of the Crescent City or on the high seas bound therefor would not be able to enter and/or get out of that port before the blockade became effective. They had good cause for worry. On 17 May 1861 there were 17 American vessels, 10 British, 5 Bremen, 3 Spanish, 2 Oldenburg, and 1 Italian at New Orleans. By 6 June 1861 the number had risen to nearly 30, none of which was able to get to sea because of the low stage of the water on the bar. The greater number, Mure reported to the British Foreign Office, were bound for Liverpool, and the aggregate value of their cargoes, in his opinion, was not less than £1,000,000 sterling.¹⁰ To cap the climax, the New Orleans Towboat Association had given public notice that, since vessels being towed across the bar had been fired on by the Federal warship *Brooklyn*, the Association's tugs would be laid up until they could have assurance that they would be protected while towing out 'vessels that have a perfect right to leave the port.'¹¹

In an effort to resolve the difficult situation, the restive British, French, and Spanish Consuls, the Acting Bremen Consul, and one of the managers of the Towboat Association took ship for the Balize to confer with the captains of *Brooklyn* and *Powhatan*, the two blockading vessels then lying off the mouth of the Mississippi. They found the captains both courteous and coöperative, and learned, to their surprise, that formal notice of the blockade of New Orleans had been given on 26 May by Captain Poore, of *Brooklyn*, to a Confederate major who was in command of one of the forts at the entrance to the river. The time within which vessels would be permitted to put to sea, therefore, would expire on 10 June. Mure urged that this date should be applicable to vessels clearing from the port, and that additional time should be allowed for them to be towed down the river and over the bar. The captains agreed, and set 14

letter from U. S. Secretary of the Navy Gideon Welles stating that fifteen days after the actual blockade of a port had commenced had been specified as the time within which neutral vessels must leave such port, with or without cargoes. Lyons inquired whether the date of the shipment of a cargo was immaterial, i.e., whether vessels leaving the ports before the expiration of the fifteen days would be allowed to proceed with their cargoes, regardless of whether the cargoes were shipped before or after the actual beginning of the blockade. He wrote Seward again on 11 May 1861 stating that he had received from him that morning a letter from Welles to the effect that the dates of cargo shipments were of no consequence, and that he had instructed Her Majesty's Consuls accordingly. *Notes From British Legation*, 1861.

¹⁰ Bernard, *op. cit.*

¹¹ *The Daily Picayune*, issue of 4 June 1861. Apparently this notice had been published previously.

June as the deadline within which vessels must put to sea. They also concurred in Mure's opinion that 'towboats were to be regarded in the light of the sails of the vessel, or as pilots, in fact to be treated as neutrals,' with the qualification that no privileges would be extended to certain towboats that carried guns and, allegedly, had become privateers. With respect to the vessels that had cleared but had been unable to cross the bar, the captains declared that, while their instructions did not allow them to extend the time for departure, 'they would take the responsibility and give some latitude to those vessels, provided efforts were made to get them off and no partiality was shown by the Towboat Company in taking over certain vessels owned in the South.'¹² With this assurance, the tugs resumed operations, and Mure reported to Lord John Russell, Secretary for Foreign Affairs, on 4 June 1861, he had been informed that 12 vessels had been towed to sea. 'I hope,' he wrote, 'that very few will be detained at the bar on the 14th current. . . .'¹³ Actually, at least one, the Bremen ship *Senator Jken*, was still hard aground on the bar on 18 June, but, apparently, was successfully floated and put to sea some time thereafter. Available records do not indicate that any attempt was made to interfere with her departure.¹⁴

While the representatives of the foreign powers were feverishly endeavoring to get their ships and cargoes safely out of New Orleans, the citizenry of that port were exhibiting a surprising degree of nonchalance over the presence of Federal warships off the passes of the Mississippi.

¹² Bernard, op. cit.

¹³ Ibid.

¹⁴ All vessels that are known to have entered or cleared the Port of New Orleans in 1861, including those that were permitted to enter and put to sea under the terms of the agreement reached by the consuls with the captains of *Brooklyn* and *Powhatan*, are included in the statistical tabulation for that year appearing at the end of this article, and their successful clearances as well as their safe arrivals have been counted. The overall statistics for 1861, therefore, may be said to be inaccurate to the extent that they include vessels that were permitted to enter or depart between 26 May and 14 June 1861. The records of the Collector of the Port of New Orleans show the following arrivals and clearances between these dates, excluding Confederate vessels and others that, after 14 June, continued to run into and out of New Orleans:

Entrances: Ships *Monserrate* (from Havana), *Belmont*, *Roscoe* and *Epaminondas* (from Liverpool). Bark *Antonieta* (from Palermo).

Clearances: Ships *Victoria*, *Coriolanus*, *R. D. Shepherd*, *Roscoe*, *Marathon*, *Andromeda*, *Monserrate*, *Epaminondas* and *Robert Harding*, and barks *Marys*, *Valentina*, *Antonieta* and *Teresita*, for Liverpool. Ship *Charles Cooper* and bark *Mount Vernon*, for Bordeaux. Ship *Georg*, for Bremen. Bark *Antonio*, for Barcelona. Ship *Julia*, for London. Bark *Rosario*, for Malaga, and ship *Belmont* for Civita Vicchia and Naples.

All of these vessels, with the exception of *Charles Cooper* and the five whose arrivals are recorded above, entered New Orleans between the date of President Lincoln's proclamation of blockade and 25 May 1861 without the permission of the United States Navy. *Senator Jken* had arrived prior to the President's proclamation, as had *Advance*, *Cumberland* and *Leona*, whose departure likewise had been prevented by the low stage of water on the bar, according to a letter from Henri Mercier, French Minister to the United States, to Secretary Seward, dated 2 June 1861. If these 29 arrivals and departures are deducted the number of successful runs accomplished in 1861 would total 1635 and the percentage of such runs for vessels other than steamers would be .947.

Vessels continued to arrive and depart with gratifying frequency. If they were warned off Pass a l'Outre by *Brooklyn* or off South-west Pass by *Powhatan* they simply stood for the Lakes and ran in safely. *The Daily Picayune* published their arrivals, clearances, and dates of intended departure as had been its wont in days of peace. In a typical issue, that of 4 June 1861, it reported that the steamer *California* and the schooners *Fanny*, *Sea Drift*, *General Surprise*, *Olive Branch*, *Baleares*, *Mohongo*, *Southern Independence*, and *Virginia John* had arrived on the previous day, and the steamer *Oregon* on 2 June. It also announced the clearance on 3 June of the barks *Teresita*, *Valentina*, *Antonio*, and *Julia* for European ports, and of the schooners *Sarah Burr* and *D. F. Keeling* for Mobile and Vera Cruz, respectively.

The records of the Collector of the Port of New Orleans show that entrances from and clearances for Mobile were matters of almost daily occurrence during April, May, and June 1861, and that the arrivals of vessels from such Confederate ports as Galveston, Velasco, Indianola, Brownsville, and Apalachicola, and from Havana, Cuba, and their departures for these ports were not infrequent. Indeed, the volume of business carried on at the Port of New Orleans was considerable until the fall of 1861. During the single month of September there were twenty-four clearances, according to the Collector's records.

The decision of the owners of the Mobile Mail Line to suspend operations because of the apprehension that their vessels might be seized by Federal warships, announced in *The Daily Picayune* of 7 June 1861, appears to have been received with general disapprobation. 'Surely,' that paper commented, if women and children are willing to run the gauntlet (if there is any to run), the Company should be willing to take the same risk. There cannot be much risk when the enemy's steamers can be seen with the naked eye at a distance of at least ten miles, and with a glass twice that far. . . . The Company appears to have been shamed into reversing its decision, for it published a notice in the same journal that the mail-boats *California* and *Oregon* would leave daily for Mobile.¹⁵ On 23 June, however, it announced that *California* had been withdrawn from the run and that *Oregon* would go to Mobile on Wednesdays, Fridays, and Sundays.

In its issue of 25 June 1861 *The Daily Picayune* reported that a United States warship had anchored off Atchafalaya Bay the day before, inter-

¹⁵ Issue of 20 June 1861. Apparently this was not the first publication of the notice, since the same issue reported the arrival of *Oregon* from Mobile and the clearance of *California* for that port on the previous day.

cepting communications with Texas via Berwick's Bay. 'While we are remaining in fancied security, and boasting of the impossibility of the invasion of our shores by the enemy,' it declared, 'a fleet takes possession of Ship Island and the Sound and cuts off our communication with Mobile, while another of the enemy's ships blockades the mouth of the Atchafalaya. Where,' it inquired petulantly, 'is our fleet of gunboats, and why are they permitted to lie idle when there is plenty of opportunity for them to exercise their skill and bravery by having a small tea-party with the light craft of the enemy?'

In the same issue the paper reported that several shots had been fired at the mail-boat *Oregon* and the steamer *J. D. Swaim*, and that both vessels, bound for Mobile, had been forced to return to New Orleans. 'On account of the blockade of the Lakes,' it stated, 'the suspension of the Mobile Mail Line is announced.'

And so ended the blockade running career of the steamer *Oregon*, the most successful blockade runner in the Gulf trade. Between 20 April and 24 June 1861 she made not less than 92 entrances into and clearances from blockaded ports. While it is true that she was engaged exclusively in coastwise traffic and her skipper did not have to match wits and speed with the fast, roving Federal cruisers that were the bane of runners engaged in foreign trade, her unequalled record is deemed nothing short of remarkable.

Oregon's permanent enrollment, issued at New Orleans on 20 June 1858, shows that she was built at New York, N. Y., in 1846. She is described therein as having one deck, one mast, a round tuck, no galleries, and a billet head. Her tonnage was given as 532 45/95. Her length was 216 feet, 10 inches; her breadth was 26 feet, 6 inches, and her depth was 9 feet, 6 inches.¹⁶ Her owners on 26 April 1861 were Robert Geddes, of New Orleans, 45/100; J. Geddes, of Cincinnati, 15/100; Samuel Wolff, of Mobile, 15/100; and R. A. Heirn, of Mobile, 25/100. Her master at this time was A. P. Boardman.¹⁷

After her retirement from blockade running *Oregon* was converted into a Confederate gunboat and operated exclusively in the vicinity of New Orleans.¹⁸ She appears to have been burned by her crew to avoid capture.¹⁹

California, sister ship of *Oregon*, likewise established an enviable rec-

¹⁶ Records of Enrollments, New Orleans Custom House, Record Group No. 41, National Archives.

¹⁷ *Ship Registers and Enrollments, New Orleans, Louisiana, 1861-1870*, volume VI. Prepared by the Survey of Federal Archives in Louisiana—Service Division, Work Projects Administration, Louisiana State University, 1942.

¹⁸ Report of A. L. Myers, commander of C. S. Gunboat *Oregon*, to General Lovell, dated 8 December 1861, and other reports relating to her operations to be found in U and C, Series I, vol. 18.

¹⁹ Ibid.

ord, successfully completing forty-one violations of the blockade before she was retired from the coastwise trade. According to her permanent enrollment, issued at New Orleans on 8 July 1858, this steamer had been built in New York, N. Y., in 1847. She measured 496 69/95 tons, and had one deck, one mast, a square stern, round tuck, no galleries, and a billet head. Her length was 204 feet, 6 inches; her breadth was 29 feet, 7 inches; and her depth was 8 feet, 6½ inches.²⁰ Her owners, as of 11 May 1861, were Robert Geddes, of New Orleans, 60/100; R. A. Heirn, of Mobile, 25/100; and Samuel Wolff, of Mobile, 15/100. Her master was A. L. Myer, or Myers. He signed manifests as 'Myers.'²¹

James Magee, Acting British Consul at Mobile, reported to the British Foreign Office on 29 July that, up to that time he had neither seen nor heard of any official notification that the Port of Mobile was blockaded. United States warships were lying some four to seven miles off Fort Morgan, at the entrance to the harbor, about twenty-five miles below Mobile, he wrote, 'but such is the effect of the blockade that steamboats and small vessels are regularly running between this port and New Orleans, although it does happen a U. S. war vessel is occasionally by to stop them; but as this vessel does not regularly blockade, and frequently is not to be seen, the intercourse between Mobile and New Orleans is not regularly interrupted.'²²

Arthur Lyon, British Consul at Galveston, stated on 3 July 1861 that a blockade of that port had been established about noon the previous day by the U. S. armed steamship *South Carolina*, a propeller of approximately 1150 tons burthen.²³ This blockade appears to have been very lax. J. J. Hendley, 'Captain of the Watch,' and S. M. Hitchcock, 'Secretary,' wrote Consul Lyon on 7 August 1861 that, as noted from the J. O. L. O. Observatory, the steamer *Texas Ranger* had entered Galveston via the main channel the day after *South Carolina* had taken her position off the bar, the schooner *Hope* had run in by the same route on 8 July, and the schooner *Relief* had passed out that way the next day. Between the fourth and twentieth of July, they added, ten schooners and sloops had entered or departed from Galveston through San Luis Pass. Further, there had been 'a continual communication between Galveston, Sabine, and New Orleans via Berwick's Bay, carried on by sailboats of from two to six or eight tons carrying passengers and, sometimes, mail and other

²⁰ Records of Enrollments, New Orleans Custom House, Record Group No. 41, National Archives.

²¹ *Ship Registers and Enrollments, New Orleans, Louisiana, 1861-1870*, op. cit.

²² Despatch, Magee to Lord John Russell (photostatic copy), F. O. 5, Manuscripts Division, Library of Congress, hereafter cited as F. O. 5.

²³ Despatch, Lyon to Lord John Russell, F. O. 5.

matter.' All of the twelve vessels captured off Galveston, they averred, were pilot-boats or small coasting schooners.²⁴

Lyon informed the British Foreign Office on 23 September 1861 that while there had been no intermission of the blockade at Galveston, the force on the spot had never consisted of more than one vessel, assisted by an armed schooner of about 75 tons. This force, he said, had maintained a position commanding the main entrance to the harbor, but San Luis Pass had never been blockaded, though occasionally visited by the schooner. 'In the present position of the frigate' (which had replaced *South Carolina* on the blockading station), he added, 'vessels attempting to enter by the main channel would have to pass under her guns, but vessels of not more than six feet draught could have ingress or egress by the shore channels, east and west of the main channel, should they elect to run out or approach these channels during the night. All the ports to the westward of Galveston are yet open.'²⁵ This situation appears to have remained unchanged, at least until 28 December 1861.²⁶

The blockade of the Gulf ports of Florida during the early months of the war appears to have been even less stringently enforced. A. B. Noyes, Collector of Customs for the District and Port of St. Marks, wrote Confederate Secretary of the Treasury Memminger on 18 October 1861 that there had been three intermissions of the blockade of that port, the last on the twelfth and thirteenth of October, when *Mohawk*, the only blockader, had been absent from her station 'for some fifty hours.' The Port of Tampa, he added, had not been blockaded since 26 August, and the Port of Cedar Keys had not been blockaded at all.

The fall of New Orleans and the constant addition of steamers to the enemy squadrons caused a tightening of the blockade of the Gulf ports in 1862 that was to last through the year 1864. In 1862 the percentage of successful runs into and out of these ports was only .65 as compared with .68 in the Carolina trade. In 1863 the percentage for the Gulf ports was .62 and for the Carolina ports .84. In 1864 .65 per cent of the runs attempted in the Gulf were completed, while the percentage for the Carolina ports was .83. While, of course, these low percentages for the Gulf ports are accounted for by the large numbers of sailing vessels that unsuccessfully tested the blockade, it will appear by reference to the annexed statistical tabulation that, in 1862 and 1863, steamers employed in the traffic through the Carolina ports were more successful than those that attempted to engage in the Gulf trade.

²⁴ F. O. 5.

²⁵ Despatch, Lyon to Lord John Russell, F. O. 5.

²⁶ Despatch, Lyon to Earl Russell, F. O. 5.

In 1864, however, the picture changed insofar as steam-propelled vessels were concerned. Eighty-seven per cent of the runs essayed by steamers in the Gulf were successful, as compared with .85 per cent for the Carolina ports. In 1865 this trend was even more marked; the percentages of successful completions of runs being .94 for the Gulf and only .66 for the Carolina ports.²⁷ The sharp increase, during 1864 and 1865, in the number of successful runs through the Gulf ports was due in large part to the success that attended the efforts of the little steamer *Denbigh* to evade enemy blockaders and cruisers.

Denbigh was an English steamer. According to Thomas H. Dudley, United States Consul at Liverpool,²⁸ she cleared that port to engage in the business on 19 October 1863. Her captain, he reported, was T. MacNevin, and her registered owner was Clotworthy Bond, a London merchant. Her real owner, he believed to be one Godfrey, coal agent for the Confederates in Cardiff. She was a side-wheeler, schooner-rigged, he wrote. She was built of iron, and had a marked draft of seven feet, fore and aft. She had artificial quarter galleries, an elliptic stern, and a straight stem. Boats painted white swung from iron davits on her port quarter and abreast of her mainmast. A house with a binnacle on top was athwartships, between her paddle-boxes. Her funnel was painted black, and there was a bright, copper steam-pipe at the after part of it. She had side houses and a hurricane deck, with her foremast through it. Her masts were bright. Mastheads, top, caps, crosstrees, bowsprit, and gaff were painted white. Her crew, when she left Liverpool, consisted of her captain, two mates, two engineers, six seamen, seven firemen, a cook, and a stevedore. On her trial trip she had attained a maximum speed of 14½ knots.

According to the United States Vice-Consul at Havana, however, *Denbigh's* speed, at the height of her career, was only 8 knots. He gave her length as 170 feet and her beam as 14 feet, and estimated her cotton capacity as 500 bales.²⁹

Between the time of her entry into the trade early in 1864 and 24 May 1865, when she ran aground off Galveston and was shelled, boarded, and burned, this little will o' the wisp successfully completed twenty-six runs, the greatest number known to have been accomplished by any runner engaged in the traffic with foreign ports.

Another steamer that tested the blockade of the Gulf ports was *Lavinia*, formerly the armed United States Steamer *Harriet Lane*. While *Lavinia*

²⁷ See tables at end of article. Also Price, op. cit., THE AMERICAN NEPTUNE, VIII, 196-241.

²⁸ Despatch No. 168, Dudley to Secretary of State Seward, dated 20 October 1863.

²⁹ Despatch No. 205, Savage to Secretary of State Seward, dated 17 September 1864.

made but a single run—from Galveston to Havana, bulging with cotton—she was the cause of more acute embarrassment to the United States Navy than any other vessel in the business.

Harriet Lane, before the war, was the pride of the United States Revenue Cutter Service, and its first steamer. Entries in her log show that she had been put at the disposal of the President of the United States, and that of the visiting Prince of Wales in 1860. Built in New York City by W. H. Webb and launched in November 1857, she was transferred to the Navy Department on 17 September 1861. She soon found herself participating in the blockade of Galveston. When that port fell to the Federal fleet in October 1862 she was among the captors, and was among the warships left in the harbor of that port to collaborate with the small garrison in the event of an attack. She was still there on 1 January 1863 when the Confederates returned by land and sea. About dawn she was engaged by two Confederate steamers, *Bayou City* and *Neptune*. Both were common river steamers, but *Bayou City* had been armed with a 68-pounder rifled gun, and *Neptune* with two small brass pieces. Both were barricaded with cotton bales about twenty feet from the water line. *Harriet Lane* rammed *Bayou City*, carrying away her wheelguard, swung past her, and gave her a broadside. *Neptune* then ran into *Harriet Lane*, but was so badly damaged by the collision that she was forced to withdraw from the fight and soon sank in the nearby flats. In the meantime, *Bayou City* had rammed *Harriet Lane* and, as the two vessels shivered from the impact, swept her deck with musket fire, driving *Harriet Lane's* crew from their guns. The Confederates then boarded her and demanded her surrender. Commander Wainwright refused, and was killed. Lieutenant Commander Lea had been mortally wounded at the first fire, and with Wainwright's death all resistance ceased and the Stars and Stripes came down.³⁰

Galveston was recaptured by the Confederates under Major General J. Bankhead Magruder, and the United States warships in the harbor were forced to retire.

Magruder caused *Harriet Lane* to be stripped of her guns, her masts, and of everything except her engines in order to get her across Red Fish Bar and into the upper bay, where she would be safer, and requested that she be converted into a war steamer.

Rear Admiral Farragut was both chagrined and angry over the loss of his ship. Writing to United States Secretary of the Navy Welles, he declared: '... I can not think that but for the death of Commander Wainwright and Lieutenant Commander Lea the vessel would not have been

³⁰ From proceedings of Court of Enquiry as published in U and C, Series I, vol. 19, p. 448.

captured. It is difficult, however, to conceive a more pusillanimous surrender of a vessel to an enemy already in our power than occurred in the case of the *Harriet Lane*.³¹

S. R. Mallory, Confederate Secretary of the Navy, lost little time in attempting to make *Harriet Lane* ready for action. He wrote President Jefferson Davis on 24 January 1863 that he had sent Lieutenant J. N. Barney and twenty men to take charge of her. If Galveston were to be held, he said, she could render important service in the bay; otherwise, if Davis approved, he intended to send her to sea.³²

Lieutenant Barney was not favorably impressed with *Harriet Lane's* qualifications for commerce raiding. He found that her bunkers would hold only 140 tons of coal, which she would consume at the rate of sixteen tons a day, making frequent stops for coaling necessary. Further, she was very slow. Her rough log showed that the highest speed she had attained in an hour's run 'under steam and all drawing sail' was eleven knots, and he estimated that under steam alone she might make only five or six. Her draft when ready for sea, he reported, would be 10 feet, 4 inches, and it would not be advisable to increase this draft by putting much coal on her deck. He hazarded the opinion that 'on a dark, stormy night, the tide being suitable,' she might be able to cross the bar and get to sea, but questioned whether 'the results to be expected from her when at sea (were) adequate to the risk.'³³

Secretary Mallory accepted Barney's opinion, and returned *Harriet Lane* to the Confederate War Department.

Magruder found a job for her to do. At Havana were 'some 16,000 stand of arms which,' he reported to the Secretary of War, 'had been released in our favor by the French at Vera Cruz in the spring of 1863.'³⁴ The Confederates desperately needed these arms, but did not have the money to pay for them. The only way to get the money was to run out an adequate supply of cotton. But the government had no cotton available. This posed a problem, but the ingenious Magruder was not one to be easily frustrated. 'Arrangements were made by me with T. W. House, a merchant of Houston, Tex.,' he wrote, 'who advanced the cotton, paying the freight.' *Harriet Lane* and several other ships that had been captured off Galveston were selected to transport the staple to Havana,

³¹ U and C, Series I, vol. 19, p. 440.

³² U and C, Series I, vol. 19, p. 834.

³³ Barney to Secretary of the Navy Mallory, 13 and 23 February 1863, U and C, Series I, vol. 19, p. 838.

³⁴ Report, Magruder to the Secretary of War, dated 29 September 1864, U and C, Series I, vol. 21, p. 233.

where, under Magruder's plan, they, too, would be sold and the proceeds derived from their sale and that of the cotton would be expended in the purchase of the guns and of a fast steamer to run them in. To insure that the vessels to be employed in the venture could not be successfully claimed by the United States Consul General at Havana if and when they arrived at that port, Magruder had them passed through a prize court, and planned to send them abroad as the property of a private individual. He further took care to see that C. J. Helm, Confederate States Agent at Havana, was not told of what had been done, 'lest he be called upon in a Spanish court as a witness to testify as to ownership, and the claim of the United States be thus allowed. . . .'³⁵

While Magruder's plans were in the process of effectuation, there was 'cloak and dagger' business afoot. Rear Admiral Farragut wrote Captain Marchand, commander of the blockading squadron off Galveston, on 11 April 1864, that *Harriet Lane* was about to run out, 'and, by certain strategy she can be had.'³⁶ One of her owners, he explained, was a loyal man who lived in New Orleans, and who had agreed to give her up to the United States Navy with the understanding that her cargo of cotton would be delivered to the Special Agent of the Treasury Department at New Orleans. 'I have, therefore, to direct,' Farragut wrote, 'that when a man accompanied by a woman comes to you to communicate with the shore . . . you will send a flag of truce on shore to deliver the enclosed letters to the consuls of France, etc.'

'Another man, whose name the woman will give you, will meet the boat on shore; you will simply inform him that she is on board and he will come on board to see her, and then the arrangement for running out the *Harriet Lane* will be made.' Farragut added that *Harriet Lane* must be required to show a light as soon as she was beyond the range of the enemy's batteries, and if she, or other vessels included in the arrangement, should attempt to pass the blockade all of them should be seized as prizes.³⁷

On the night of 30 April 1864 *Harriet Lane*, rechristened *Lavinia*, made her break for sea. She had 1050 bales of cotton aboard.³⁸ The blockaders

³⁵ Ibid.

³⁶ U and C, Series I, vol. 21, p. 224.

³⁷ Farragut had protected himself by informing Secretary Welles on 9 April 1864 of the 'very novel' proposal. He expressed the fear that 'my desire to get hold of the vessels referred to' might induce him to exceed his authority. Welles gave him a free hand. His endorsement to Farragut's letter provided: 'Admiral Farragut will make such arrangements in the cases herein referred to and in similar cases, should any occur, as, in his judgment, may best promote the public interest.' U and C, Series I, vol. 21, p. 223.

³⁸ *The Index*, London, England, issue of 2 June 1864.

had been anxiously waiting for her to come out under the terms of the secret agreement. But, lest she might attempt to get away, vessels had been stationed off all entrances to the harbor. *Owasco* lay off Bolivar Passage, *Arizona* and *New London* were watching Cylinder Channel, *Lackawanna* and *Kineo* were near the Main Ship Channel, *Katahdin* was guarding the South West Channel, and *Virginia* had been sent to blockade San Luis Pass.

Lavinia had been expected to come out through Cylinder Channel, since it was more suited to a vessel of her draft and the Confederates had been observed installing a buoy there.

The night of 30 April was dark and stormy; ideal for the effectuation of Magruder's plan. *Katahdin* was caught with her anchor down when *Lavinia*, inshore of her, shot past and out to sea. When *Katahdin's* commander saw the dark outline of a ship to starboard he had no idea she was the former *Harriet Lane* because, he reported later, '... it is not supposed to use South West Channel.'³⁹ He set out in pursuit of the strange vessel, but *Lavinia* was not to be captured; nor were the three other vessels that ran out that night.

Crestfallen, Farragut wrote to Marchand: '... It turned out as I feared it would, that the parties only wished to have the chances to escape, but I will have no more such arrangements. They will hereafter be all prizes whenever taken. ...'⁴⁰

Secretary Welles was mortified, but not beyond expression. '... it can not but be looked upon as a miserable business,' he wrote Farragut, 'when six good steamers, professing to blockade a harbor, suffer four vessels to run out in one night.'⁴¹

Lavinia was not sold in Havana, as had been planned. The records do not state why the arrangements fell through. In all events, she remained in that port until the end of the war, when she came back into the possession of the United States Government as the aftermath of an attachment suit filed in the Court of the Captain General of Cuba by the Vice Consul General of the United States at Havana. Later she was sold to Elliott Ritchie and others, of Boston, and was transformed into a bark. She foundered in the Caribbean Sea on 13 May 1884.⁴²

During her stay in Havana, *Lavinia* was the object of several plots to either get her back in the hands of the United States Navy or destroy her.

³⁹ Report, Lieutenant Irwin, commanding *Katahdin*, to Captain Marchand, dated 3 May 1864. U and C, Series I, vol. 21, p. 227.

⁴⁰ 13 May 1864. U and C, Series I, vol. 21, p. 231.

⁴¹ 8 June 1864. U and C, Series I, vol. 21, p. 232.

⁴² *Statistical Data of U. S. Ships*, U and C, Series II, vol. 2, p. 99.

A paid agent of the Vice Consul General of the United States at that port managed to sign on as a member of her crew and hatched plans to run her into Key West and turn her over to the commander of the Federal fleet based there. This plot failed. Another, to fire her, was more successful, and she was considerably damaged.⁴³

Among the other vessels that ran the blockade between the Gulf ports and Havana in 1864 were *Frances* and *Susana*.

Frances, apparently, never actually ran under that name. According to Vice-Consul Savage, at Havana, she came to that port from Philadelphia, changed her name to *Marian* and her flag to English and entered the business. He described her as a walking-beam boat, with an iron hull, one smoke-stack, two decks, and one mast. He gave her length as 190 feet, her beam as 22 feet, and her draft as about 8 feet. He estimated her speed as about 11 miles per hour. She had been built at Wilmington, Delaware, he reported, and belonged to Charles Morgan, of New York. Her cotton capacity was not less than 1400 bales, since extant records show that she actually ran that many into Havana on a single trip. Her master was John Smith, formerly commander of the runner *Alice* (*Matagorda*), and one of the most widely known and experienced skippers in the trade.

Frances (*Marian*), subsequently changed her name to *Zephine*. While the records that remain show that she made only four successful runs, it may be assumed that, probably, she made more, since she was engaged in the traffic from early September 1864 until the spring of the following year and was never captured. Savage reported to Secretary of State Seward on 20 October 1864 that she had cleared from Havana with a cargo costing \$80,000; that her own cost had been \$120,000; and that she had recently returned with a cargo valued at about \$300,000.⁴⁴

Susana, a steamer of 344 tons, formerly had been named *Mail*. Captured on 15 October 1863 while operating under that name, she had been condemned by the prize court and sold. Soon thereafter, as frequently happened, she found herself back in the old business again. She increased the total of her successful runs to fifteen before she was taken off Campeche Banks on 27 November 1864 and finally retired from the trade. *Susana* sailed under English colors. According to Savage she was 180 feet long, with 14-foot beam, had one deck, one mast, one smoke-stack, and was very low in the water. He estimated her speed at 12 miles an hour and

⁴³ Despatch No. 217, Savage to Secretary of State Seward, dated 20 October 1864; Despatch No. 10, Consul General Minor to Assistant Secretary of State Hunter, dated 23 December 1864; Despatch No. 38, Savage to Secretary of State Seward, dated 4 February 1865; and Despatch No. 89, Minor to Secretary of State Seward, dated — May 1865, saying she was not completely destroyed and that, for about \$10,000 in gold, she would be 'quietly delivered up' to U. S. authorities.

⁴⁴ Despatch No. 217.

her cotton capacity at 275 bales. Her last master, Marcy, was an old hand at the business.

On 3 February 1865, Consul General Minor reported to Secretary Seward from Havana: 'Within a short time past several new steamers of a class very much superior to those heretofore engaged in the contraband trade from this port have arrived here.' Among them he named *Wren*, *Evelyn*, and *Flamingo*.⁴⁵

About two weeks previously he had informed Seward of the departure from Havana for Galveston of another new runner, *Lark*, 'one of the finest blockade runners that has come into this port.'⁴⁶ Her length, he had stated, was 217 feet, and her beam 23 feet. She was equipped with two oscillating engines of 48 inches in diameter, and would steam 15 miles an hour. She had two smoke-stacks, fore and aft, two masts, a small house on deck aft, and a round house forward. Her cotton capacity was 800 bales.

Wren was a two-funnel, iron paddle-steamer, fore and aft schooner, of 296 tons register and 800 tons burthen. She had a plain stem and a round, plain stern.⁴⁷

Both *Lark* and *Wren* were built for the Confederate Government through the agency of Fraser, Trenholm and Company, of Liverpool, and had been designed for use in the Florida trade.⁴⁸ Each was built to draw only five feet of water.⁴⁹

Evelyn, according to Consul General Minor,⁵⁰ was 270 feet in length and 24 feet beam. She had two oscillating engines, three smoke-stacks, one mast, a poop-deck and house amidships, and a turtleback forward. He estimated her speed at 13 miles an hour, and her cotton capacity at 1000 bales. *Flamingo*, he wrote,⁵¹ was 'the same as *Evelyn*.'

Not one of these four vessels was captured, and before Galveston fell they had made a total of sixteen successful runs into and out of that port. *Lark* and *Wren* were the principal offenders, each completing six. *Evelyn* and *Flamingo* each made two.

In the following tabular statement are listed by years the vessels known to have tested the blockade of the Gulf ports.

⁴⁵ Despatch No. 37.

⁴⁶ Despatch No. 31, dated 19 January 1865.

⁴⁷ Despatch No. 409, Dudley, U. S. Consul at Liverpool, to Secretary of State Seward, dated 30 December 1864.

⁴⁸ Letter, Confederate Secretary of the Treasury George A. Trenholm, to C. J. Helm, the Government's Havana agent, dated 12 December 1864.

⁴⁹ Letter, Confederate Secretary of the Navy S. R. Mallory to Commander John N. Maffitt, C. S. N., dated 24 February 1865. U and C, Series II, vol. 2, p. 806.

⁵⁰ Despatch No. 37.

⁵¹ Ibid.

FOOTNOTE FOR BLOCKADE LIST

⁵² It is neither represented nor believed that these tabular reports contain the names of all vessels that tested the blockade of the Gulf ports. Only those vessels have been listed whose entrances and/or clearances have been definitely established by the authorities cited. The extant records of the custom houses maintained at the various Gulf ports do not show all business done during the existence of the blockade. There are many missing returns. For example, the presently existing records of or relating to the Port of Galveston refer almost entirely to entrances and clearances during the year 1865. Consequently, in order to ascertain what violations of the blockade occurred at that port between 19 April 1861 and the end of the calendar year 1864, recourse was had to reports of arrivals at Galveston and clearances from there found in the records of other ports, British and American consular despatches, foreign newspapers, and other cited sources. Apparently the records of such ports as Brownsville and Velasco have not survived the hazards of the years. Another factor contributing to the incompleteness of the tabular reports was the decision of Confederate Secretary of the Treasury Memminger to throw open the whole Southern coast to foreign vessels engaged in blockade running. In instructions issued by him to collectors of customs on 22 August 1861 such vessels were authorized to enter any port on the coast where there was no collector or custom house for the purpose of discharging their cargoes. Upon arrival the masters of the vessels were required to despatch messengers to the nearest collection district in order that revenue officers might be sent to perform their lawful duties. As might have been expected, the captains of vessels entering and clearing such ports frequently did not bother to make their arrivals and impending departures known, hence there is no record of blockade violations in such cases. A. B. Noyes, Collector of Customs for the District of St. Marks, reported to Lewis Cruger, Confederate Comptroller of the Treasury, on 26 September 1862: 'There are a class of small, light-draught vessels from six to twenty tons burthen engaged in trade with the Ports in the Island of Cuba and the Bahamas. These vessels run into the numerous small streams on the coast between this and Charlotte's Harbor and wagon their merchandise across the country, neither entering or clearing either the vessels or the merchandise imported, nor pay any duties on same.'

'There seems to be a general opinion among this class that they are expected to pay no duties during the continuance of the blockade. . .'

The papers of Major Edward Willis, Chief Quartermaster of General Beauregard's army, preserved in the Manuscripts Division, Library of Congress, contain several lists of vessels that, in his opinion, apparently based on post-war correspondence with shipowners and seafaring men, had run into the ports of Galveston and New Orleans. These lists include the following vessels not mentioned in the tabular reports because no proof of their arrival has been found:

Galveston:

'Steamers': *Termagant*, *Lula* (also given as *Lulu*), and *Fashion*.

'Sail craft': *Raw Hide*, *Susan* (also given as *Susana*), *Mary Lee*, *Russell*, *Lolo* (possibly *Lola Montez* listed in the tabular reports), *Belle Creole*, *Callahan*, *Columbus*, *Eliza Fathmore*, and *Sam Williams*.

New Orleans:

'Steamers': *Revere* and *Emily Cornelius*.

The report of the Collector of Customs of the Port of Apalachicola to the Confederate Treasury Department covering business done at that port during the month of November 1863 shows the enrollment of the steamers *Indian* (112 27/95 tons, 4 in crew, 'engaged in the coasting trade'), and *Jackson* (84 tons, 4 in crew). His report of business done during the month of January 1864 shows the receipt of light money from the sloop *Ann Stafford*, 7 tons, 2 in crew. It seems probable that all three of these vessels were engaged in blockade running. Two other vessels, the steamers *Chewala* (162 tons), and *River Bride* (72 tons), from which the Collector received light money in February 1862 likewise may have been runners.

SHIPS THAT TESTED THE BLOCKADE OF THE GULF PORTS, 1861-1865^{as}

[Tonnage given is burthen unless marked with a * which indicates that the type of tonnage not known.]

I. 1861—FROM THE DATE OF THE PROCLAMATION OF THE BLOCKADE TO THE END OF THE CALENDAR YEAR

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
<i>Achilles</i>	unascertained					3
<i>A. Crandal</i>	unascertained	1275	75/95			1
<i>Advance</i>	ship					1
<i>Advice</i>	ship					
<i>Advocate</i>	sloop					
<i>Aeolus</i>	bark					2
<i>Africa</i>	ship		17		from	1
<i>Aid</i>	schooner					
<i>A. J. View</i>	schooner	43	51/95			12
<i>Alabama</i>	steamer	536				6
<i>Alciopé</i>	schooner	28				11
<i>Alhambra</i>	ship	1097	34/95			1
<i>Alice</i>	schooner	30 (approx.)				1
<i>Alice Ball</i>	ship	898				1
<i>Alice Lea</i>	ship	281				1
<i>Al Jones</i>	schooner					1
<i>Allan A. Chapman</i>	schooner	186	30/95			2
<i>Alphonsine</i>	brig	72	40/95			2
<i>Alpine</i>	brig	248	65/95			2
<i>Althea</i>	schooner	279	53/95			1
<i>American Union</i>	ship	101	53/95*			2
<i>Andreila [J. W. Wilder]</i>	schooner					5
<i>Andromeda</i>	ship					2
<i>Andromeda</i>	schooner					2
<i>Angela</i>	brig	257*			from	2
<i>Anna</i>	steam					
<i>Anna Belle</i>	schooner	89	26/95			3
<i>Anna Smith</i>	schooner	199	37/95			1
<i>Anna Taylor</i>	schooner	60	44/95			11
<i>Ann C. Leverett</i>	schooner	199	77/95			3
<i>Ann Ryan</i>	schooner				for	1
<i>Anola</i>	schooner	32	31/95			49
<i>Anonimo</i>	bark		16			2
				captured off Chandeleur Islands, 17 June		
				captured in Mississippi Sound, 1 Dec.		
				captured Mobile Bay, 5 June		
				captured Mississippi Sound, 22 Nov.		
				captured off coast of Cuba, — June		
				captured in Mississippi Sound, 22 Apr.		
				burned off Galveston, 4 July		

SHIPS THAT TESTED THE BLOCKADE

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
<i>Antonia</i>	schooner					1
<i>Antonietta</i>	bark	230	12			2
<i>Antonio</i>	bark	766	20			2
<i>Aquila</i>	ship	1119 10/95	24			2
<i>Araminta</i>	schooner	106	6			2
<i>Arc</i>	schooner	37				2
<i>Ariel</i>	ship	1329 64/95				2
<i>Arizona</i> [Caroline, Carolina]	steamer	578 48/95	20			8
<i>Arlington</i>	schooner					1
<i>Arthur</i>	ship		28			2
<i>Atalayador</i>	brig		14			2
<i>Aurelia</i>	schooner	54 49/95				1
<i>Austin</i> [Donegal]	steamer	603 80/95*	28			10
<i>Balear</i>	bark	546*	18			2
<i>Balear</i>	brig	194				1
<i>Baleares</i>	schooner	49 25/95				7
<i>Basilide</i>	schooner	38 77/95				9
<i>Bell</i>	steamer			captured in Mississippi Sound, 23 June		2
<i>Belle</i>	sloop	5	2			7
<i>Belle of the Bay</i>	brig	451 10/95				2
<i>Belmont</i>	ship	944	23			2
<i>B. F. Reeves</i>	schooner	164 50/95				2
<i>Birmingham</i>	ship		22			1
<i>Black Joker</i> [C. Vanderbilt]	steamer (low pressure Mississippi towboat)	383*				2
<i>Black Squall</i>	schooner	41 77/95	4			9
<i>Brazil</i>	schooner		7			1
<i>Brazos</i>	schooner					1
<i>Break O' Day</i> [Wide Awake]	schooner	80 (approx.)	7			1
<i>Bremen</i>	ship					1
<i>Bright</i>	sloop	7 90/95				1
<i>Brillante</i>	schooner	97				3
<i>Cahawba</i>	steamer	1643 15/95	54		for	2
<i>Calesta Haws</i>	ship					1
<i>Calhoun</i> [Cuba]	steamer	604	18			21
<i>California</i>	steamer	496 69/95*				41
<i>Canathina</i>	bark					1
<i>Capella</i>	brig	124*				1
<i>Capitane</i>	schooner					1
<i>Captain Spedden</i>	schooner	34 02/95				1
<i>Carl</i>	ship	1024				1
<i>Carolina</i> [Arizona, Caroline]	steamer	578 48/95	20			1
<i>Caroline</i> [Arizona, Caroline]	steamer	578 48/95				1

captured off Biloxi, 31 Dec.

SHIPS THAT TESTED THE BLOCKADE

281

	124*	captured off Biloxi, 31 Dec.	for	
<i>Canathina</i>				1
<i>Capella</i>				1
<i>Capistran</i>				1
<i>Captain Specter</i>				10
<i>Carl</i>	31 02/95			1
<i>Carolina [Arizona, Caroline]</i>	1024			
<i>Caroline [Arizona, Carolina]</i>	578 48/95	20		
<i>Caroline</i>	578 48/95		for	
<i>Carrie Sanford</i>	169	6		4
<i>Catalan</i>				1
<i>Catarina</i>	310			1
<i>Cavalier</i>	1286 26/95			1
<i>Cecilia</i>				1
<i>Chapultepec</i>	902		captured, 24 Sept.	2
<i>Charles A. Farwell</i>	677	22		1
<i>Charles Cooper</i>				1
<i>Charles Henry</i>			captured Chanteleur Islands, 7 Apr.	1
<i>Charles Morgan</i>	1208 21/95	25		12
<i>Charles S. Pennell</i>	968 51/95	17		2
<i>Cherokee</i>		9		1
<i>Chester</i>		8		1
<i>Civility</i>	66 31/95	5		2
<i>Clara</i>	94 41/95			1
<i>Clara Morse</i>	997-45			1
<i>Clara W. Benbury</i>	30 59/95	4		1
<i>Clarinda</i>				45
<i>Claudia</i>	clipper schooner			2
<i>Clifton</i>				6
<i>Clifton</i>	599 55/95	18		2
<i>Collmar</i>	29 31/95			1
<i>Columbia</i>	109 28/95	6		1
<i>Commerce</i>	87	5		3
<i>Concettina</i>	427			1
<i>Congress</i>	799 76/95	18		1
<i>Constitution</i>	371	36		2
<i>Consul</i>				2
<i>Coriolanus</i>	1076	30		2
<i>C. P. Knapp</i>	109	5	for	2
<i>Creole</i>			captured, in May or June	2
<i>Critique</i>	27 76/95			1
<i>Cuba [Calhoun]</i>	604	18		2
<i>Cumberland</i>	1066 51/95			1
<i>Cumtoden Castle</i>				1
<i>C. Vanderbilt [Black Joker]</i>	383*			
<i>Daniel Townsend</i>	244	19	for	2
<i>Darmstaedler Bank</i>			captured off Galveston, 4 July	2
<i>Dart</i>	schooner (yacht)			1

SHIPS THAT TESTED THE BLOCKADE

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
<i>David Faust</i>	schooner	197 7/95				1
<i>Deceada</i>	schooner	33 71/95	3			17
<i>Deer Island</i>	schooner	37 66/95	3			9
<i>Delight</i>	schooner					
<i>Delta</i> [formerly <i>Wm. M. Riggs</i>]	hermaphrodite brig			captured in Mississippi Sound, 9 Dec. captured off Galveston, 27 Oct.	for	
<i>Desiree</i>	schooner	39 37/95	3			2
<i>D. F. Keeling</i>	schooner		9			2
<i>Donegal</i> [Austin]	steamer	603 80/95*	28			
<i>Dragoon</i>	ship					1
<i>Eagle</i>	schooner	54 10/95	4			9
<i>East</i>	brig	297				1
<i>Echo</i>	sloop	18 (approx.)				1
<i>Ed. Barnard</i>	schooner			captured Pass a l'Outre, 16 Oct.	from	2
<i>E. F. Gabain</i>	ship	1395	27			2
<i>E. F. Prindel</i>	schooner	87				1
<i>Egypt</i>	bark		13			2
<i>E. H. Atwood</i>	schooner					1
<i>Elizabeth</i>	sloop	41*				1
<i>Elizabeth Morse</i>	schooner	70				2
<i>Eliza M. Fisk</i>	schooner	79 64/95	5			3
<i>Ella</i>	schooner	91*				1
<i>Ella</i>	schooner	195*				1
<i>Elma</i>	schooner	50 (approx.)*				1
<i>El Sol</i>	lugger	5 55/95	2			1
<i>Elvira Eager</i>	schooner	37 75/95	4			2
<i>Elvira Owen</i>	ship					1
<i>Emma D. Russie</i>	schooner	118	8			2
<i>Empress</i>	bark			captured off N.E. pass of Mississippi River, 26 Nov.	for	
<i>Enea</i>	schooner	30 18/95	28			2
<i>Epaminondas</i>	ship					2
<i>Equator</i>	ship	18 (approx.)*				1
<i>Equity</i>	schooner					1
<i>Ernst Merck</i>	steamer					1
<i>E. S. Jones</i> [or Jones]	schooner	231 33/95	5			1
<i>Eugenia</i>	schooner	74 28/95	9			11
<i>Evelina Rutter</i>	brig		18			2
<i>Everhard</i> [or <i>Eberhard</i>] <i>Delius</i>	bark	588	20			2
<i>Express</i>	ship			captured, 9 Dec.	for	
<i>Express</i>	sloop					
<i>Exilda</i>	schooner					
<i>Fairfield</i>	schooner			wrecked off Galveston, 5 July	for	
<i>Falcon</i>	schooner	73 67/95	5	captured off Mississippi Sound, 23 June		9
<i>Fanny</i>	schooner					
<i>Fanny Fern</i>	schooner					1

SHIPS THAT TESTED THE BLOCKADE

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	ship	20	captured, 9 Dec.	for
Express Falcon	sloop		wrecked off Galveston, 5 July	for
Fanny	schooner	73 67/95	captured off Mississippi Sound, 23 June	9
Fanny Fern	schooner	109*	(pilot boat)	1
Fashion	schooner		captured, 29 Nov.	
Finland	ship		burned Apalachicola Bay, 26 Aug.	2
Flora	schooner	26 90/95		10
Florida	schooner	49 2/95		24
Florida	steamer	672 81/95		
Forest King	brig		captured off Key West, 13 June	for
Fortuna	brig			2
--- Fratelli	brig			1
Galena	ship			1
Galveston	steam			8
Garonne	schooner	14*	captured off Galveston, 30 Dec.	for
Gaschen	ship			1
General Miramon	steam	296 14/95		17
General Surprise	schooner	41 21/95		20
General Taylor	bark	15		2
General Williams	ship	20	captured off Galveston, 6 July	2
Geo. G. Baker	schooner			
Georg	ship	25		2
George Washington	schooner	52 11/95		14
Geo. W. Sloat	schooner		captured off St. Marks, 5 June	
Gino	schooner	52 90/95		6
Gino Colorado	schooner			1
Gipsy [Gypsey]	schooner		captured off Pascagoula, 28 Dec.	from
Gulf Ranger	schooner	82 47/95		3
Gull	sloop	18 (approx.)*		2
Hannah M. Johnson	schooner	94 53/95		3
H. Blackman	schooner	171		1
Helena	barge	36 60/95		8
Henrietta Marcy	ship	1098 94/95		1
Henry Lewis	steam		captured in Mississippi Sound, 22 Nov.	for
Henry Travers	schooner	75 91/95		5
Henry Waters	schooner			8
Hercules	brig	128*		2
Hermosa	schooner	118		2
Hernan Cortes	brig	300		1
H. E. Spearing	barkentine		captured off New Orleans, --- May	
Hope	schooner	10 (approx.)*		2
Hornet	schooner	6		1

SHIPS THAT TESTED THE BLOCKADE

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
Houghton	ship	787	14/95			1
H. P. Stoney	schooner		18			1
H. V. [or W. V.] Moses	ship	862	22/95			1
Illustrious	ship	1179*	32			1
Independence	ship	1272*	23			1
Independence	schooner	102	6			2
Industria	bark	503*	17			2
Inverland	bark					1
Io Sierra [Water Witch]	schooner					2
Ironsides	ship	1318	76/95			1
Isaac Toucey	schooner	118	26/95			4
Jack Sabel	schooner		7			2
Jane Adele	schooner					3
Jaruco	bark	416	18			2
J. C. Acton	schooner	130*				3
J. C. Gwinn	schooner	55	69/95			9
J. D. Swain	steamer		4			4
Jessie Richards	schooner	75	33/95			14
Jeverland	bark	640	18			2
J. F. Bradford	schooner		6			8
J. J. McNeil [or McNeel]	schooner					2
J. J. Spencer	schooner	234	72/95			1
J. Montgomery	ship	893	82/95			2
Johanna Wilhelmine	ship	814	21			1
John Ammack	schooner	281	9			1
John Arthur	schooner	61	33/95			17
John Arthur	ship		5			1
John A. Taylor	schooner					1
John Parker	ship	1068	25			2
John S. Lee	schooner	266	19/95			2
Joseph H. Toone	schooner	145	6	captured in Barrataria Bay, 1 Oct.		4
Josephine	brig					1
Joven Elvira	ship					1
J. S. Davis	schooner					2
J. S. Parsons	ship					1
Juana Teresa	brig	130*				2
Julia	ship	1070	28			2
Julia	sloop	77	01/95			1
Julia	bark		3			2
Julia	brig					2
Julia	ship					1
J. W. Matlory	schooner					2
J. W. Wilder [Andreila]	schooner	101	53/95			1
Katrola	schooner					1

SHIPS THAT TESTED THE BLOCKADE

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[illegible]

SHIPS THAT TESTED THE BLOCKADE

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
Mary C. Terbell	schooner	68	6			1
Mary Ellen	schooner		6			2
Mary L. Brown	schooner	72 79/95	6			7
Mary Magdaline [or Magde- laine]	schooner	40 41/95	4			14
Mary Margaret	schooner	22 48/95	3			5
Marys	bark	365	14			2
Masonic	ship	397 50/95				1
Matagorda	steamer	616 50/95*	30			14
Matamoros	schooner					1
Maurice Guichard	schooner	88				3
Mazeppa	ship		16			2
McCanfield	schooner			captured off Galveston, 4 July		13
Mexico	steamer		25			1
Minatitlan	brig		9			2
Minnesota	ship		20			5
Mobile	steamer	282 07/95	17			1
Mobile	schooner		5			1
Mohongo	schooner					1
Monserrate	ship		18			2
Monsoon	ship		28			2
Monterey	schooner	30 41/95	3			14
Mount Vernon	bark					2
Nahum Stetson	brig	176*	9	captured mouth of Mississippi, 19 June	for	2
Nelson	ship	942				1
New Orleans	sloop	8 50/95	3			9
New Orleans	ship	685				1
New Year	schooner					1
Niagara	ship	1074 14/95	26			2
Nimrod	ship	911	25			2
Nuremberg	ship					2
Oline	schooner	46 25/95	4	captured Mississippi Sound, 22 Nov.	from	1
Oline Branch	schooner	42 42/95		captured Mississippi Sound, 23 June		7
Ohic	schooner					2
Onward	schooner	532 45/95*				2
Oregon	steamer					1
Orizaba	steamer					92
Orozimbo	ship	890 14/95				16
Oscuela	schooner	36 18/95	4	captured Mississippi Sound, 9 Dec.		1
Panama	ship					10
Pantheon	bark or ship	449	14	captured Feb. 1862, Nov.		2
Pascagoula	schooner	67 86/95	5			6
Pelican	schooner	35 91/95	3			1
Perthshire	ship					2

SHIPS THAT TESTED THE BLOCKADE

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Ship	Type	Date	Count	Notes
Orozimbo	ship	890 14/95	4	captured Mississippi Sound, 9 Dec.
Oscola	schooner	96 18/95	4	captured Pass a l'Outre, 7 June
Pantheon	ship	449	14	
Pascagoula	schooner	67 86/95	5	
Pelican	schooner	35 91/95	3	
Perthshire	ship			
Peter Marcy	ship	820 72/95		
Petite Clementine	schooner	25 42/95	4	
Phoenix	schooner	81	6	
Pilgrim	bark			
Pioneer	schooner			
Pizarro	steamer			
Polar	brig	288		
President	schooner	37 78/95	3	
President Fillmore	schooner	11 58/95	3	
Prudent	schooner	37 78/95		
Ranger	steamer			
R. C. Files	schooner	60 64/95	5	
R. D. Shepherd	ship	794*	20	
Rebel	sloop	6	8	
Red Fox	schooner	91		
Reindeer	schooner			
Relief	schooner	29 18/95	3	scuttled off Lamar, Texas, 3 Oct.
R. H. Gamble	bark	259*		
Rhode Burrows [Burroughs]	sloop			
Rita	schooner	40 23/95	5	
Roanna	schooner	37 14/95	4	
Robert Harding	ship	765	20	
Roland	ship	744		
Rosa	brig			
Rosario	bark	422	16	
Roscoe	ship	767	24	
Saint Charles	ship	798		
Salvor	steamer	425*		
Sam Houston	schooner			captured off the Tortugas, 13 Oct.
Sarah	schooner	35 (approx.)*		captured off Galveston, 7 July
Sarah Bladen	schooner	43 35/95	4	
Sarah Burr	schooner	35 15/95	5	
Sarah Cole	schooner		26	
Sarah E. Pettigrew	prize ship		4	
Sea Bird	schooner	62 85/95		
Sea Drift	schooner			
Sea Horse	schooner	47 42/95	4	
Sea Lion	schooner	60 83/95		
Senator Jken	ship			

SHIPS THAT TESTED THE BLOCKADE

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
<i>Shark</i>	clipper schooner				for	3
<i>Sheffield</i>	bark	589 55/95				1
<i>Shepherdess</i>	schooner	63 71/95	5			10
<i>Shooting Star</i>	ship	1962				1
<i>Sireno</i>	schooner					1
<i>Sister Kate</i>	schooner	45 12/95	4			9
<i>Sister Kate, Jr.</i>	schooner					4
<i>Sofia</i>	brig					1
<i>Soledad Cos</i>	schooner				for	
<i>Southern</i>	schooner	35 31/95	4			5
<i>Southern</i>	schooner	230 32/95	7			1
<i>Southern Independence</i>	schooner	101 65/95	6			4
<i>Southern</i>	schooner	80 52/95				7
<i>State of Maine</i>	ship		17			1
<i>Star</i>	schooner	112 44/95	8			5
<i>Star</i>	schooner	46 20/95	4			10
<i>Suffolk</i>	schooner	138	7			1
<i>Summerlee</i>	ship					1
<i>Sunrise</i>	bark	435*				2
<i>Suwanee [Pampero]</i>	steamer					
<i>Sylphide</i>	schooner	35	4			1
<i>Tamaulipas</i>	schooner	199 15/95	10			8
<i>Telenaque</i>	schooner					23
<i>Tennessee</i>	steamer	1149 29/95	37			1
<i>Teresita</i>	bark	185	15			2
<i>Terrasita</i>	bark	610	21			2
<i>Texas</i>	steamer	1223 65/95	25			13
<i>Texas Ranger</i>	steamer	229 60/95	12			4
<i>The Duke</i>	bark					1
<i>Thetis</i>	ship	996	26			2
<i>Thetis</i>	schooner					1
<i>Thomas C. Arthur</i>	schooner	129 57/95				2
<i>Three Brothers</i>	schooner	102*				1
<i>Three Sisters</i>	schooner	33	5			2
<i>T. J. Chambers</i>	schooner					
<i>Tom Hicks</i>	schooner					
<i>Tonnere</i>	sloop					
<i>Toulon</i>	ship		17			1
<i>Tres de Mayo</i>	brig					1
<i>Trout Pecos</i>	schooner	37 57/95	3			1
<i>Uncle Sam</i>	bark		11			1
<i>Union</i>	schooner	110*				3
<i>Union</i>	schooner		4			2

captured Mississippi Sound, 23 June

captured in Gulf, 5 June

SHIPS THAT TESTED THE BLOCKADE

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ship	brig	17	1
<i>Toulon</i>			1
<i>Tres de Mayo</i>			1
<i>Trans. Forces</i>			1
<i>Uncle Sam</i>			1
<i>Union</i>			1
<i>Ursulita</i>			1
<i>Valentina</i>			1
<i>Valparaiso</i>			1
<i>V. Barkeley</i>			1
<i>Velasco</i>			1
<i>Venice</i>			1
<i>Venus</i>			1
<i>Victoria</i>			1
<i>Vigilant</i>			1
<i>Vigilant</i>			1
<i>Virginia Antonieta</i>			1
<i>Virginia John</i>			1
<i>Warren</i>			1
<i>Warrior</i>			1
<i>Water Witch [To Sierra]</i>			1
<i>Wave</i>			1
<i>W. Benson</i>			1
<i>West Florida</i>			1
<i>West Wind</i>			1
<i>W. H. Judah</i>			1
<i>W. H. Webb</i>			1
<i>Wide Awake [Break O' Day]</i>			1
<i>Wilcox</i>			1
<i>Wildmore</i>			1
<i>Wilhelmina</i>			1
<i>William</i>			1
<i>William Abbott</i>			1
<i>Wm. Bagaley</i>			1
<i>Wm. Ebbitt</i>			1
<i>William Henry [Margaret]</i>			1
<i>William Mallory</i>			1
<i>Wm. M. Riggs [Delta]</i>			1
<i>Windermere</i>			1
<i>Windsor Forest</i>			1
<i>W. J. Moses</i>			1
<i>Zavala</i>			1

NAME OF VESSEL	Type	Tons	Crew	Place and Date Captured, Lost, or Destroyed	Bound for or from Gulf Port	Known Successful Runs During Year
<i>Zorro Colorado</i>	schooner	92	8			3
<i>Zulime</i>	schooner	56 10/95	4			18

Summary for 1861:

Vessels engaged in the business:

Number of runs attempted:

Successful runs:

Unsuccessful runs:

Percentage of successful runs:

steamers 34, others, including unascertained types, 397, total 431

steamers 375, others, including unascertained types, 1348, total 1723

steamers 371, others, including unascertained types, 1293, total 1664

steamers 4, others, including unascertained types, 53, total 57

steamers 99%, others, including unascertained types, 96%, all types 97%

To be continued



Queries and Answers

38. AMERICAN KETCHES. There are three small vessels carrying the designation 'ketch' in *American Lloyd's Register* for 1862. One, *Comet* of 87 tons, was built at Bermuda in 1857 and is listed among both schooners and brigs. Another *Comet*, ex-*Mary Atwell*, was built at Baltimore in 1857. Search in Baltimore customs records turns up not only the 92-ton *Mary Atwell* but two more contemporaries, all designated as ketches on their documents. The other two are *President Benson*, 117 tons, built at Baltimore in 1857, and *Lenra*, 156 tons, built in 1855. These three were all registered rather than enrolled, indicating that they traded to foreign ports; *President Benson* was sold at Liverpool in June 1864 and *Mary Atwell* in the Bahamas in August 1861. The third ketch in *American Lloyd's* is named *Presto*, but she stands next to *President Benson* in the alphabetical list of schooners. The records of her home port, Provincetown, show a schooner *Preston* of her tonnage; and it appears likely that a typographical blunder has occurred in her case.

Inclusion of two of these vessels in the brig section indicates that they were well provided with square yards. It would be interesting to know if any portraits of them have survived.

JOHN LYMAN

81. MR. HARDY LEE. 'Chinks,' who did the sketches for *Mr. Hardy Lee His Yacht*, published in Boston by A. Williams & Co. in 1857, has been identified as Dr. Charles Ellery Stedman of Boston. The Club of Odd Volumes has recently issued a reprint of this rare volume with an introduction clearing up the mystery.

ALEXANDER C. BROWN

96. 'BURNT WINE.' Can anyone supply information how 'burnt wine' was made and its use aboard ship in the seventeenth and eighteenth centuries? It is mentioned quite frequently in early accounts—sometimes as a remedy for seasickness.

SARAH B. BALL

97. CAPTAIN WILLIAM ROBERT STEWART. Information is desired concerning Captain William Robert Stewart of New York who commanded the ship *Eliza* on her voyages to Nagasaki in 1797 and 1798 under charter to the Dutch East India Company. He also made two other voyages, in 1800 and 1803 respectively, in an attempt to open trade between United States and Japan. There is some account of him in Sakamaki, *Japan and the United States*; Delano, *A Narrative of Voyages and Travels . . .*; Raffles, *History of Java*; and Kuiper, *Notes on the Foreign Relations of Japan*.

CHARLES H. P. COPELAND



Book Reviews

GEORGE FADLO HOURANI, *Arab Seafaring in the Indian Ocean in Ancient and Early Medieval Times* (Princeton: Princeton University Press, 1951). 5½" x 8½", cloth. xiii + 131 pages, 7 maps, 8 plates. \$3.00.

This small book is Volume 13 of the *Princeton Oriental Studies*, and deals with the history of Arab seafaring in the Indian Ocean (including the Red Sea and Persian Gulf) from its obscure beginnings many centuries before Christ up until its full extension to China and East Africa in the ninth and tenth centuries. This is a history of the ships that sailed the trade routes and not an economic study of the products carried. The literature is full of scattered articles on various phases of this intriguing subject, but this work presents a general account not available under one cover; it makes Hadi Hasan's *History of Persian Navigation* (1928) obsolete. Dr. Hourani is to be congratulated on his liberal references, although the method of grouping all the references in a paragraph under one item is often confusing. To many, the most valuable part of the book will be the material included from the original Arabic sources.

In Pre-Islamic times the main sea routes between East and West passed through the Red Sea, the Greeks and Romans carrying a large portion of the trade in their own bottoms. Roman domination of the Indian Ocean did not last much past the beginning of the third century A.D. A rapid development of Persian seafaring started in the third century and soon filled the maritime vacuum left by the Romans. In late Pre-Islamic times the Persians were the great mariners of the Indian Ocean, and the main sea route from East to West shifted to the Persian Gulf, where it remained until late Islamic times. In early Islamic times the Persians were dominant in maritime affairs in the Indian Ocean, but after the ninth century they were gradually absorbed into the Moslem unity.

For many years Hippalus's 'discovery' of the use of the monsoon winds was dated circa A.D. 45. Dr. Hourani's dating of this in the second century B.C. may cause a few eyebrows to raise as being a little too early. Dr. Hourani feels that Greek sailors discovered the more direct (southern) route to India by themselves; in *THE AMERICAN NEPTUNE* for July 1951 (p. 164) an Indian or Arabian discovery is defended.

The first two parts of the book deal with the history of eastern seafaring, and the last part is an attempt to reconstruct the typical medieval Arab sailing ship. When Dr. Hourani goes from history to a discussion of Arab ships he appears to be on uncertain ground. Throughout the book 'fore-and-aft' is used as a synonym for 'lateen.' It is true that a lateen sail may be set fore-and-aft to a craft, but the lateen sail of the Arabs is certainly not a fore-and-aft sail, especially in view of the fact that the Arabs wear instead of tacking. Dr. Hourani is not alone in this, as many other writers have called Arab lateens fore-and-aft sails.

In the first chapter it is stated that the book is not concerned with the evolution

of primitive craft, but, nevertheless, the origin of sewn boats and the evolution of the lateen sail are considered. Dr. Hourani wonders how, where, and why the method of stitching planks originated and why it survived for so many centuries. The use of large sewn boats in medieval times seems easier to explain than the use of sheep-skin swimming floats and palm-stem bundle boats, as well as sewn boats, along the Arabian coasts today. The stitching that Dr. Hourani shows is not typical for the sewn boats of South Arabia or East Africa; his sketch was apparently made from a model in the Greenwich Museum. He states that treenails were not used in the whole construction. Actually, modern Arabian sewn boats have the plank edges treenailed to each other.

Dr. Hourani is satisfied that the lateen sail was introduced to the Mediterranean by the Arabs in their westward expansion in early Islamic times, and he states that the Arabs of South Arabia possessed lateen sails (referred to as 'fore-and-aft' sails, p. 27) in the second century B.C. It is difficult to see why the Greeks and Romans did not bring the more efficient lateen back to the Mediterranean with them. We have proof that the square sail was still being used by the Romans in the sixth century. This unnecessary assumption that the South Arabians had the lateen sail in the second century B.C. has considerable bearing on the discussion of the sea routes of the time.

As evidence of the Arab evolution of the lateen sail, Dr. Hourani states that 'there is no trace of a square sail anywhere among the Arabs,' and that the lateen is the 'only sail used by them, now or at any recorded time in the past.' These are very strong statements considering the fact that hundreds of square sails are to be seen today on the south coast of Arabia, and that there are numerous references to large Arab square sails in the Red Sea.

In *THE AMERICAN NEPTUNE* for April 1949, a Persian Gulf origin of the lateen sail was proposed; Dr. Hourani points out that this is without 'decisive evidence.' However, Dr. Hourani's excellent historical summary of seafaring shortly before Islamic times would make a Persian Gulf origin logical, but still without positive proof. At least it can be said that proof-positive against the evolution of the lateen sail in ancient South Arabia is the fact that square palm-mat sails were used on large Yemen sailing craft until the last century, a fact which Dr. Hourani does not apparently realize.

The work contains a number of excellent reproductions of early ships: two showing the earliest known lateen sails (Mediterranean, *circa* A.D. 880), the Ajanta ship (India, *circa* A.D. 630), the Hariri ship (Arab, A.D. 1237). Dr. Hourani fails to point out the resemblance of the Hariri ship to the Persian Gulf *bum*, which is also excellently illustrated; there can be little doubt that it is the prototype of the *bum*. It is stated that the earliest definite representation of the stern rudder in Europe is dated 1242; the Hariri ship also shows a stern rudder. Dr. Hourani says that he is unable to explain the simultaneous appearance of the stern rudder in both areas. Actually it is only just a strange coincidence that the first *illustrations* of the stern rudder appear at the same time in both areas. There are no illustrations of Arab or Persian ships before this time, while there is a relative abundance in Europe.

One of the most interesting items in the book is the mention in twelfth-century Arabic manuscripts of an Arab ship called the *jalbah* in Red Sea waters; the author is unable to identify this boat. However, the *jalbah* is still found in Red Sea waters

and is one of the most popular Yemen crafts; it will be described in the future in *THE AMERICAN NEPTUNE*. Many Arabic and Persian words from medieval manuscripts are given, and it would have been desirable, for the benefit of the many non-Arabists who will read the book, to have indicated which are still in use today.

The criticism of the technical part of this work may seem severe in places, but it should be noted that many are simply this reviewer's opinions, and detract very little from the historical part of the book, which is a scholarly piece of work. Dr. Hourani writes the historical part with a no-nonsense factual style that is difficult to beat. The book has none of the strong bias found in Hadi Hasan's *Persian Navigation*, where many facts are distorted to make them Persian. In places, the reader may find the historical facts a little brief, but there are always references for further study.

H. PHILIP SPRATT, *Transatlantic Paddle Steamers* (Glasgow: Brown, Son & Ferguson, Ltd., 1951). 5¾" x 8¾", cloth. 82 pages, 9 plates, 4 tables. 7s, 6d.

Readers of *THE AMERICAN NEPTUNE* will recall the interesting article 'Pioneer Transatlantic Paddle Steamers,' which appeared in the October 1949 issue, in which Mr. Spratt covered the period from the historic voyage of the pioneer S.S. *Savannah* in 1819 to the coming of *Britannia* in 1840.

In the present book, the first two chapters follow quite closely the material of the *NEPTUNE* article, but a third chapter is added, continuing from 1840 through to the famous Cunarder *Scotia* and the French Line vessels of the 1860's, the last paddle steamers built for Atlantic service. All told, the book describes some thirty-two vessels, each in well-arranged detail.

The division of the book into three clean-cut sections—a chapter for each, with a suitable title—gives, clearly and concisely, the whole story. First is the era of the 'Spasmodic Pioneers'—*Savannah* and the early vessels which followed her, using steam propulsion purely as an auxiliary and unable to complete a voyage without very considerable help from their sails.

Mr. Spratt ascribes the dividing line between the first period and the era following, 'Sustained Steam Power,' to the invention in 1834 of the surface condenser, which enabled marine boilers to be fed with fresh water and so kept in continuous operation, a feat heretofore impossible when contending with the salt deposits left in the boilers when sea water was used. In 1838, fitted with this new invention, *Sirius* made the first transatlantic crossing while under continuous use of steam power.

The third and final period, 'The Atlantic Paddle Ferry,' began with *Britannia* in 1840, steamships being operated by regularly established lines, with government mail contracts playing an important rôle. During this period wood construction was replaced by iron, and finally paddles gave way to the less picturesque but more efficient screw propulsion. Among the accounts of the best known paddle steamers of those days is included an interesting section on *Great Eastern*—that remarkable hybrid among steamers, propelled both by paddle and by screw.

There are nine plates of attractive illustrations from the collections in the Science Museum, London. As Appendices come four detailed tables of historical and technical data, and there is an exceptionally complete index.

Whether read for its historic information or used as a work of reference, this book has real value.

JAMES HORNELL, *Fishing in Many Waters* (Cambridge: Cambridge University Press, 1950). 7" x 9½", cloth. xvi + 210 pages, 36 plates. \$6.00.

James Hornell was, for many years, dean of the world's authorities on non-European craft. His publications on the subject, in which he was expert, are both voluminous and learned. This book is his last work and was published posthumously, for Mr. Hornell died in February 1949. While he did not live to see the book completed, he read all the proofs and passed on many of the illustrations.

The book is a companion volume to the author's *Water Transport: Origins and Early Evolution* which was reviewed in the January 1948 NEPTUNE. Rather than a complete history of fishing methods, which the book does not pretend to be, it is a series of chapters each devoted to a peculiar or unusual method of catching fish in widely scattered parts of the world, and ranging in time from the ancient Egyptians down to modern Californian tuna fishers. In this amazing and amusing book one may learn how to poison fishes efficiently, or how to catch them in the bare hand by tickling their stomachs, an old poaching method from Scotland. One may learn the effective and diabolical methods for catching alligators and crocodiles used in regions afflicted with these creatures, or how to train cormorants to catch fish for you as is done in China and Japan. If curried Bombay-duck has been one of the reader's epicurean delights, he may be interested to know that 'the Bombay-duck does not sport feathers as everyone is aware who knows anything about a real curry as opposed to the miserable counterfeit concoction of the untravelled European chef; it has a body encased in a sheath of delicate scales and is, indeed, a fish, though to look at it when it appears on the table to give relish to our curry, it has much the appearance of a fragment ripped off the dried flesh of an Egyptian mummy.'

The lures used in various parts of the world for catching octopus and squid are unbelievably ingenious, for the octopus, although a lowly mollusk, has, compared with the average fish, a nimble wit, and a fisherman must contrive all sorts of stratagems to capture this intelligent creature. If one is tempted to dive for pearl-oysters, the time-tested method of the Japanese is recommended. In Japan the husband tends the boat and lifeline while the wife and grown-up daughter, if there is one, dive for the pearls, using a stone to carry them to the bottom. Mr. Hornell, with his quite proper European outlook, was persistent in ascertaining the reason why, in some districts of Japan, it was customary for women to act as divers instead of men. One reason was the superior plumpness of women over men which enabled them to withstand the numbing effect of prolonged emersion longer, for the Japanese man of the working class is thin and scraggy, though muscular, but the woman is remarkably plump. Another reason was that the men folk were frequently away from home for prolonged periods in pursuit of tunny and bonito, and the third, that one unhappy season, a large number of vicious sharks made their appearance. As Mr. Hornell tells it, 'Although they were not man-eaters, they effectually scared the divers from pursuing their calling, for the sharks contracted the habit of emasculating them. This would never do; the men refused to go diving and all fishing for shellfish ceased. It was the stormy season when no offshore fishing was possible. Food grew scarce; the spectre of famine stalked grim and threatening through the villages. All were in despair till one bright intellect conceived the solution. "Teach the women to dive," he said, "and send them out fishing. The sharks

will take them for eunuchs and will not molest them." Hope returned; the advice was acted upon and the result was entirely satisfactory.'

This book is, then, a typical Hornell product. It is not only a repository of great learning but is extremely amusing to read, for Mr. Hornell writes clearly and extremely well. One shudders to think how dull this book would be if it had been written by someone with a Ph.D. in anthropology.

ADLARD COLES, *North Atlantic* (New York: W. W. Norton & Company, 1951). 6" x 9", cloth. vii + 191 pages, 30 illustrations, 9 in color, 10 charts and diagrams. \$3.50.

Mr. Coles spins four excellent yarns of interest to all yachtsmen and lovers of the sea—his fitting out and voyage to Bermuda on the deck of a freighter in company with two of his rivals in the subsequent races, the sail from Bermuda to Newport, Rhode Island, during which he encountered the same storm which so nearly destroyed Humphrey Barton's *Virtue XXXV*, his participation in the Bermuda Race in 1950, then, as a climax, a graphic account of the transatlantic race from Bermuda to Plymouth, England. Between accounts of his seagoing experiences, the author relates his shore side impressions at Bermuda and in the United States in a pleasing and appreciative manner, quite in contrast with the observations made by many of our British visitors. Even the inconvenience and expense caused by the alterations (a false bow was built on) necessary to qualify *Cohoe* for the Bermuda Race bring forth no unkind comment. Mr. Coles's book is profusely illustrated with photographs, many in color, taken during the period covered. Of interest to the statistically minded is a graph showing the effect of varying conditions upon the efficiency of the crew of *Samuel Pepys*, one of his rivals. Appendices contain plans and cabin arrangements of *Cohoe* and also of his principal rivals, *Samuel Pepys* and *Mokoia*. Front and back cover pages show the tracks and daily positions of the three contestants from Bermuda to Plymouth, England. The performance of these little ships should convince all concerned that seaworthiness comes from proper design and strong construction rather than length. May rule committees now leave bustles and falsies in Hollywood where they belong!

G. R. G. WORCESTER, *The Junks and Sampans of the Yangtze*. Vol. II: *The Craft of the Lower and Middle Yangtze and Tributaries* (Shanghai: Statistical Department of the Inspectorate General of Customs, 1948). 8¾" x 10¾", cloth. 506 pages, 116 (Nos. 84-199) plates, 14 (Nos. 18-32) figures.

The first volume of this book was enthusiastically reviewed in the *NEPTUNE* for July 1948. At that time the reviewer stated 'that when completed it will be the most useful book on Chinese craft that has yet been published in the English language,' and Volume II amply lives up to that statement. It is all the more unfortunate, therefore, that most purchasers of the first volume will be unable to complete their sets. A letter from the author, Mr. Worcester, gives the distressing news that, while 2,000 copies were printed, as with the first volume, only the first shipment of 200 was received. Unhappily, before further copies could be obtained from China, the Communists had entered Shanghai and burnt the entire remaining stocks. This was

a most stupid thing to do as there was a demand for the book and they could have made money out of it. There are no new copies left for sale, so if a set is not already completed, it can only be accomplished by watching the second hand catalogues.

This volume comprises Chapters XII to XXIV of the book. The first of these (XII) contains some general remarks on junks of the Yangtze. Mr. Worcester's opening observation is that 'to the stranger it might seem that all junks are alike.' The reader, after finishing these two volumes, will most certainly know otherwise.

Chapters XIII to XXIV contain, altogether, detailed description of ninety-six different types of craft and numerous variants grouped under the following chapter headings: *The Lower Yangtze: The Estuary to Wuhu* (21 types), *Rice-junks* (8 types), *The Grand Canal* (3 types), *The War-junk* (3 types), *The Lower Yangtze: Wuhu-Hankow* (12 types), *The Poyang Lake* (5 types), *The Han River* (5 types), *The Tungting Lake and Siang River* (15 types), *The Tzukiang* (6 types), *The Yuan River* (6 types), *The Kaili River and Craft of the Miao Tribesmen* (4 types), *The Middle Yangtze* (11 types). Each of these types is accompanied by lines and detail drawings, and, in many cases, photographs. All the material is well organized, clear, and specific.

Again Mr. Worcester must be congratulated on his devotion to his subject and his perseverance in seeing it through to a printed result. There is no need for his apology in his epilogue regretting that the record is imperfect and that the book has many shortcomings. Neither is there any need to regret that the historical approach is left untouched. This can be done anytime. But much of Mr. Worcester's field work can never be repeated. For this is no dull compilation of measurements and lines. The whole part played by water craft in the life of the people is described and the sociological observations are numerous and valuable. The work is magnificent and it can be predicted with reasonable safety that it will be the standard work on the subject for many years to come.

M. S. ROBINSON, *A Pageant of the Sea: The Macpherson Collection of Maritime Prints & Drawings* (London: Halton and Company, 1950). 11½" x 9", cloth. viii + 264 pages, 230 plates. \$7.50.

The excellence and scope of the Macpherson Collection, now at the National Maritime Museum, Greenwich, is well demonstrated in this volume. A far too brief introduction gives a short history of the collection and how it became a national possession but, unfortunately, gives no information concerning the collector, himself. The 230 illustrations, 16 in color, are divided into four categories: Historical; The Ships; Manning the Ships; and Voyages, Atlases and Seaports. Following a brief account of the history of the British Navy, 77 prints illustrate its development from 1066 to 1857. The section relating to ships shows the principal types from Noah's Ark through merchant and naval vessels to yachts, with a sprinkling of early steamboats. Life at sea is well depicted with a series of prints showing interiors of vessels, uniforms, and portraits of many naval commanders. The final section is devoted to explorers and cartographers with many fine old maps and charts reproduced along with views of ports. An excellent index completes the work. Mr. Robinson has designed this volume as a picture book and has accordingly kept his text subordinate to the pictures with only enough written material to give background and continuity to the series of prints. The reproductions, both black and white and

color, are of the highest order. This book should be in any library of maritime history.

AUBIGNE LERMOND PACKARD, *A Town That Went To Sea* (Portland, Maine: Falmouth Publishing House, 1950). 5½" x 8¼", cloth. xii + 416 pages, illustrated. \$4.50.

From Calais to Kittery for over one hundred years most Maine coastal towns went to sea. To be sure, they did not all go to sea in the same way. Some of them built deep water vessels and sent their sons with them to all the ports of the world. Others specialized in fishing and many others in the coastal trade of the Atlantic seaboard. One of the most active of the deep water towns was Thomaston on the St. George River and this book is the informal story of that town.

The author writes entertainingly and well and she has set the whole scene against the national background so that we see the economic, social, and political history of the town in its proper setting. The book will be interesting to the maritime historian for, of a necessity, two-thirds of it pertains to shipping activities of Thomaston. But the historian will also find it a maddening book because the author does not give her references and, although one is not inclined to doubt the facts, the reader would sometimes like to know on what authority the author's statements rest.

The book is well larded with personal narratives and anecdotes. There are accounts of life at sea, of adventures in foreign ports, and of building ships in Thomaston. The book is liberally illustrated with scenes about Thomaston, Thomaston people, and ships of the town. And there is appended a list of vessels built in Thomaston and another list of Thomaston sea captains.

By and large this is a much better book than the average local history but, because of the criticism already mentioned, it is not as good a book as it could have been. It will be welcomed, however, by everyone interested in the history of Maine and in America's maritime history during the great days of sail.

GORDON R. NEWELL, *Ships of the Inland Sea* (Portland, Oregon: Binsfords and Mort, 1951). 5¾" x 8¾", cloth. xi + 241 pages, 64 illustrations. \$4.00.

The history of steamboating has been very skimpy until quite recently. Therefore, the newest book on the subject fills a great need in the steamship history of the Pacific Northwest. This book covers the history of the steamer, both stern wheel and screw-driven, in the Puget Sound area. It completes the history of the major waterways of the Northwest that Randall Mills started in his *Sternwheelers Up Columbia*.

In the introduction Newell states: 'In this record of the Puget Sound steamboats the principal characters aren't exactly people. But if you read it and don't agree that they have extremely human characteristics, then the story hasn't been told as it should be told.' Any reader will agree that Newell told the story properly.

The text itself tells about the activities of the vessels, leaving the technical details to tables in the appendix. This clears the text of a lot of material that would hinder the readability and yet it is available in convenient form for those interested. The lists include all vessels on the Sound, vessels documented as of January 1951, a list of men active in the steamboat business, and a list of both steam and diesel vessels active on the Sound at the present time.

The stories are interesting because the Puget Sound and its 'Mosquito Fleet,' so-called, was more conglomerate than most. There were many imported vessels, such as *New World* from the Hudson, and others from San Francisco and the Columbia River.

A large number of these vessels had second hand engines and boilers. The net result is an interesting tale of boiler explosions, groundings, collisions and races. Many of the vessels were temporarily incapacitated when the crown plate blew off, taking the pilot house, complete with pilot. Several vessels even embarrassed their owners by blowing out their fireboxes, straight down.

Newell has well documented the text with footnotes, not with references to other books but with asides of a humorous nature. The footnotes are as readable as the main body of the text. Information in the book is up to date, with the tabulation of steamers in operation up to 1 January 1951.

FREDERICK WAY, JR., *Way's Directory of Western Rivers Packets* (privately published by the author, 121 River St., Sewickley, Pennsylvania, 1950). New Edition, limited to 450 copies. 8½" x 11¼", cloth. 366 mimeographed pages. \$8.00.

This very comprehensive Directory includes a listing of the many negatives collected and made available by Captain Way's *Steamboat Photo Company*, covering the picturesque packets of our great rivers from the very early days down to the present time. Separate, shorter sections deal similarly with showboats, Civil War gunboats and 'tinclads,' and river towns and scenes. There is also an Index of Persons—captains, pilots, and many others who have left their mark on river history.

Actually, this book is far more than a mere catalogue of steamboat names, dates and photographs. Under each vessel listed therein is given the story of her particular career. Some are short, others run to a page or more, and many interesting tales can be found among them—of races and wrecks, and of life and trade on the Mississippi and Ohio when river travel was in its prime—all bits of the whole colorful pageant of our American river packet era.

A leading authority on the history of our inland waterways and a fully licensed river pilot of long standing, Captain Way is also well known as author of such river stories as *The Log of the Betsy Ann* (of which he was owner and captain in the 1920's), *Pilotin' Comes Natural*, and the more recent *Saga of the Delta Queen*. In the 1950 Packet Directory, his delightfully chatty introduction is a particularly attractive feature.

REAR ADMIRAL HARLEY F. COPE, *Command at Sea* (New York: W. W. Norton and Company, 1951). 5½" x 8¼", cloth. xxiii + 311 pages. \$3.75.

Command at Sea presents a briefing on a great many points concerning service on shipboard. The topics are well chosen, well arranged, and well treated. They cover matters of organization, administration, operations, leadership, discipline, training, action, and related subjects. There are appendices on staff work and the Coast Guard, and a good index.

The 300-page volume designed as a guide for young commanding officers fulfills that purpose admirably. It also offers a convenient and useful reference work for other officers, both young and old.

HAROLD S. SNIFFEN and ALEXANDER CROSBY BROWN, *James and John Bard: Painters of Steamboat Pictures* (The Mariners' Museum, Newport News, Museum Publication No. 18 1949). 7" x 10", paper. 32 pages, 17 illustrations.

A carefully prepared study of the works of the Bard brothers, who portrayed so accurately the steamboats of the Hudson River and New York waters in the period from 1827 to 1890. The many characteristics which make a Bard painting easy to recognize are outlined in clear, interesting style, and the illustrations are well chosen.

At the end is a Check List of the works of James and John Bard, covering 311 separate entries in exceptionally full detail, even showing in which museum or private collection each painting or drawing is now located. A series of Bibliographical Notes, chronologically arranged, citing reproductions of the works of James Bard adds still more to the value of the pamphlet for reference purposes.

This brochure also answers Query 16 which appeared in THE AMERICAN NEPTUNE of January 1942.

STATE STREET TRUST COMPANY OF BOSTON, *A Brief Account of the Yacht America* (Boston, 1951). 5¼" x 7⅞", paper covers. 20 unnumbered pages, illustrations.

An attractive little brochure issued by a bank famous for its maritime exhibits and historical pamphlets, in recognition of the one hundredth anniversary of the winning of the Royal Yacht Squadron Cup by the schooner yacht *America*, 22 August 1851 at Cowes, Isle of Wight, England.

Sutro Library Notes, vol. 1, No. 1 (San Francisco, 1951). 6½" x 9", paper. 25 pages.

This is a new occasional publication of the Sutro Branch of the California State Library in San Francisco. It will interest maritime historians as this distinguished library has large manuscript holdings—many relating to maritime matters, including an extensive collection of the papers of Sir Joseph Banks.

Ships and Sailing, vol. 1, No. 1 (Milwaukee: Kalmbach Publishing Co., 1951). 8¼" x 11¼", paper. 68 pages, illustrations. \$5.00 per year subscription.

A new monthly magazine devoted to maritime subjects. It is printed on coated paper and profusely illustrated. The subject matter pertains largely to modern commercial shipping but is leavened with historical material devoted to sailing ships and personal narratives.

RICHARD LEBARON BOWEN, JR., 'Pearl Fisheries of the Persian Gulf' (*The Middle East Journal*, April, 1951). 7" x 9¾", paper covers. 20 pages. Reprint by the author.

RICHARD LEBARON BOWEN, JR., 'Marine Industries of Eastern Arabia' (*The Geographical Review*, July 1951). 6¾" x 10¼", paper covers. 17 pages, 16 illustrations. Reprint by the author.

These two useful articles on pearling and fishing in the Persian Gulf are further results of Mr. Bowen's vigorous researches while working for the Arabian American Oil Company in Saudi Arabia from 1945 to 1947. Readers of the NEPTUNE are already familiar with his two articles on dhows and the life of the dhow sailor which have appeared in this magazine.

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 Castle, Cumloden
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 Chambers, T. J.
 Chapman, Allan A.
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 City, Bayou
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 Colorado, Zorro
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 Stevens, Margaret A.
 Stoney, H. P.
 Surprise, General
 Sutton, William
 Swaim, J. D.
 Taylor, Anna
 Taylor, General
 Taylor, John A.
 Taylor, Mary
 Terbell, Mary C.
 Teresa, Juana
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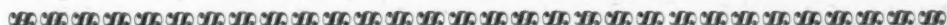


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